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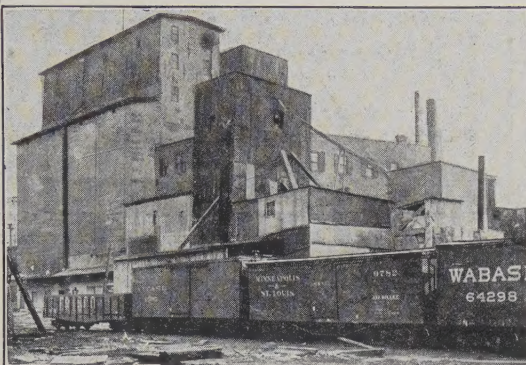
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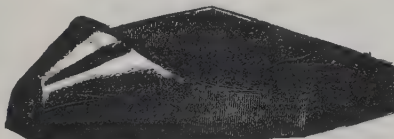
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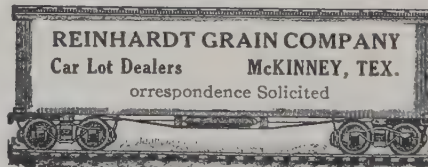
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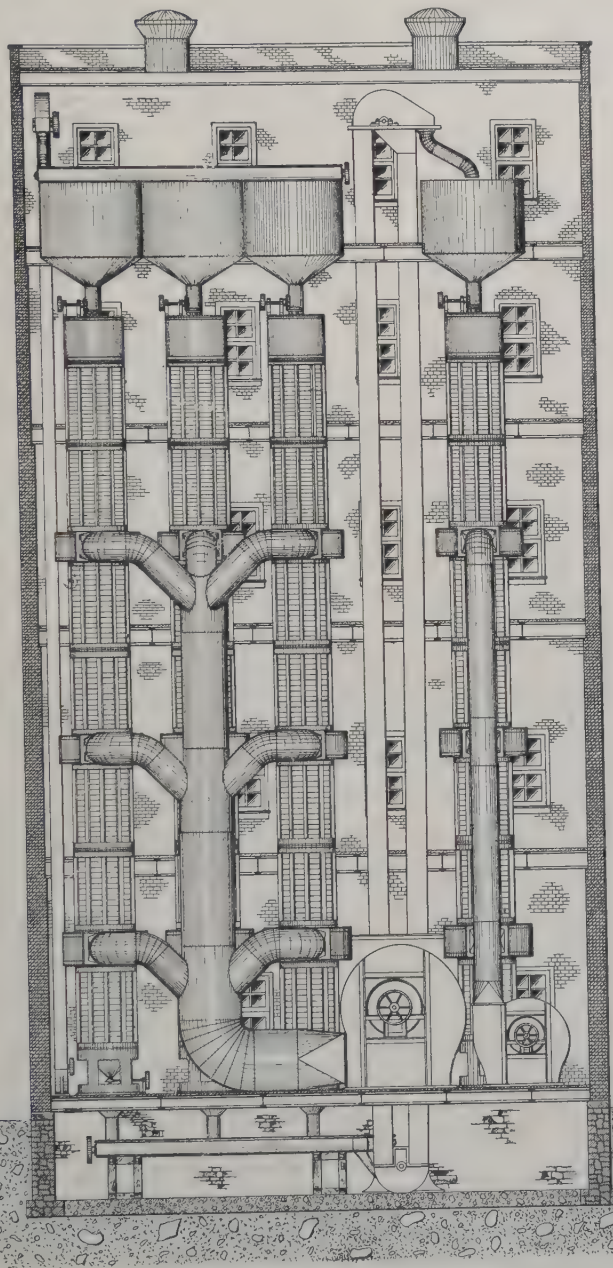
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Patented Grain Dryer, Cooler and Conditioners



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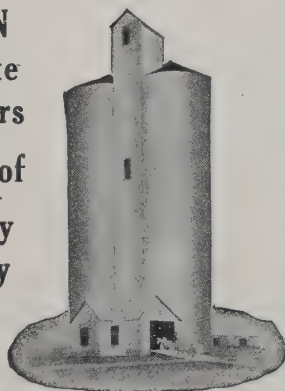
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No Insurance Needed, no Interruption to Business,
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Twelve-tank concrete storage elevator of
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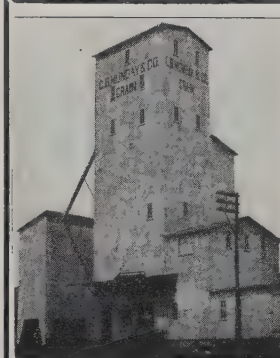
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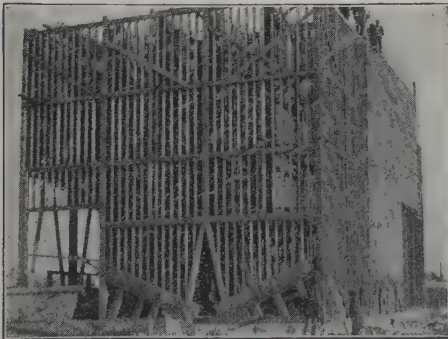
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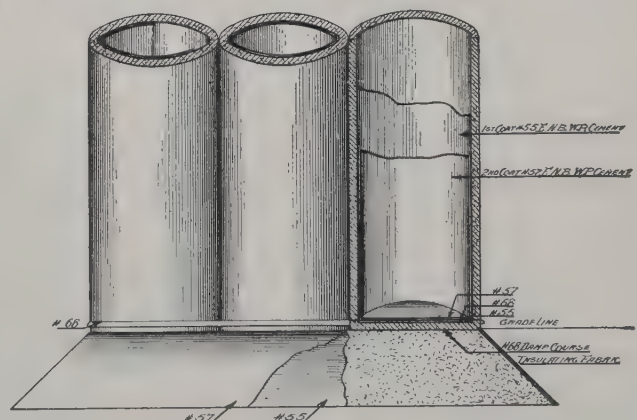
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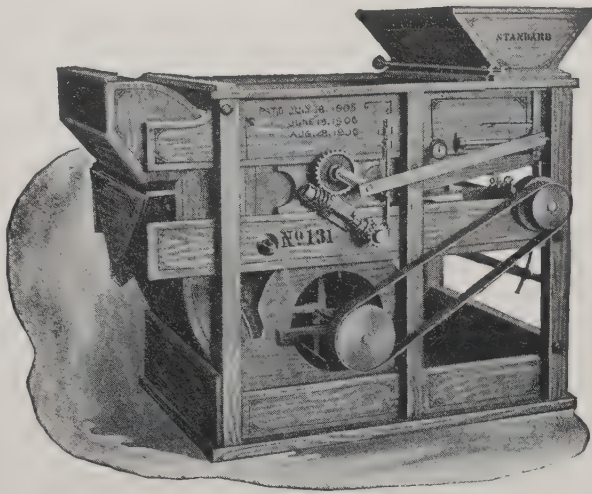
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There is only one way to do this properly, it is to have the most modern kind of a seed cleaner.

THE STANDARD SEED AND GRAIN CLEANER

is the ideal machine for this purpose.

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It requires but little power, is easily operated and we guarantee it to clean effectively.

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The Monitor Combined Oat Clipper and Cleaner is the most advanced type of combination clipper and grain cleaner manufactured. It can be used as

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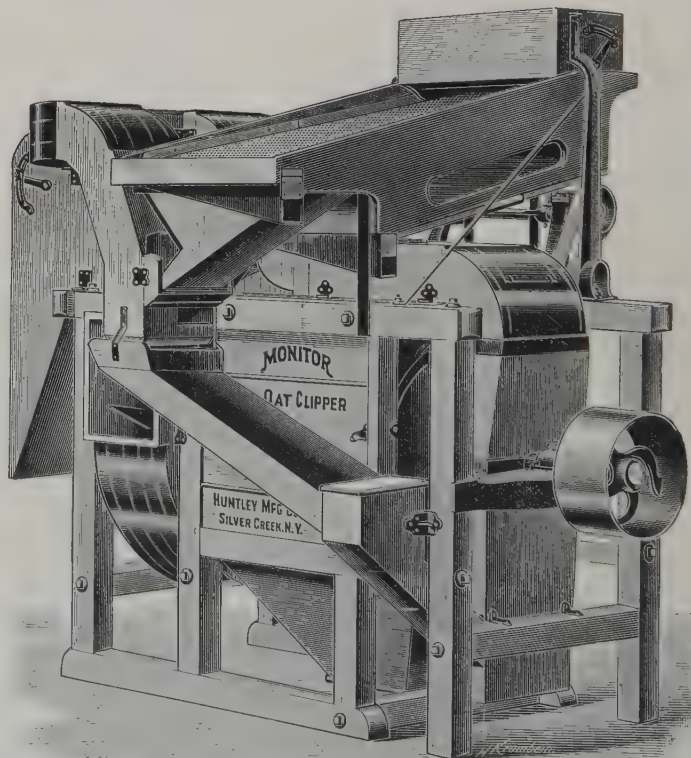
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A Grain Cleaner

This machine has two screen separations and two repeated air separations. When used as an Oat Clipper, Scourer or Smutter, these are employed in connection with clipping or scouring cylinder. When machine is used for ordinary grain cleaning, grain is carried in carry-by-spout from first to second air separations and does not pass through cylinder.

Send for description and list of users.

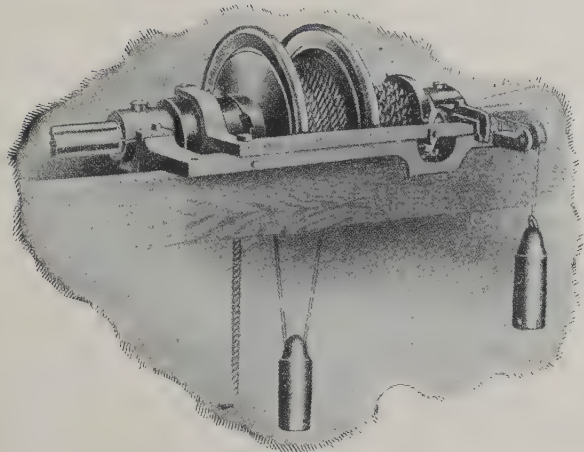
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COMBINED OAT CLIPPER AND CLEANER

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Hess=Dried Corn is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of **Hess Drying** sweetens it, removes all odors, and by driving out all excess moisture prevents heating and makes it safe for shipping or for storing indefinitely.

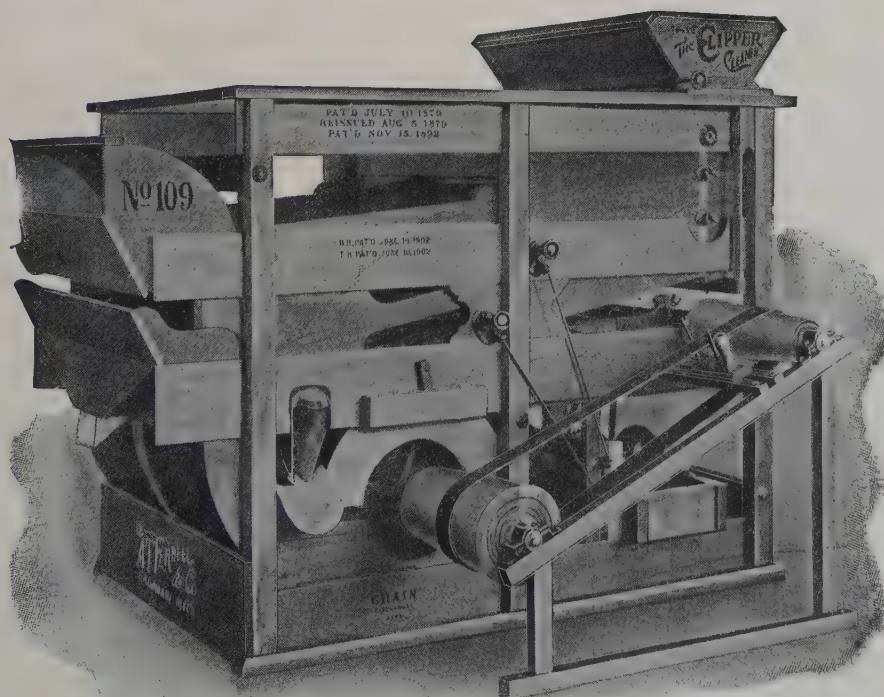
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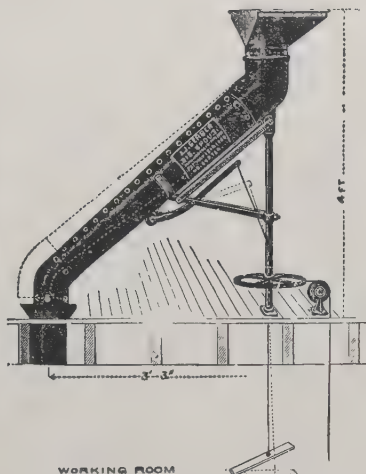
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The No. 109 Clipper Cleaner



Is unequalled for handling seeds or grain in local elevators. This machine has Traveling Brushes on the screens, which enables you to keep it working to its full screen capacity all the time. It is very light running, strongly built, easily installed and simple in operation. We guarantee this Cleaner to give perfect satisfaction on clover seed, timothy or any kind of grain, and it can be operated with one-fourth the expense for power of any suction cleaner on the market. It will not require over one-half of one horsepower on clover or any kind of seed, nor over one horsepower on grain. If you are looking for a first-class, up-to-date cleaner of moderate capacity, we would be glad to send you catalog and give prices and particulars upon request.

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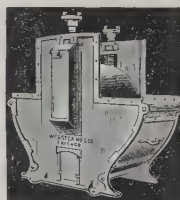
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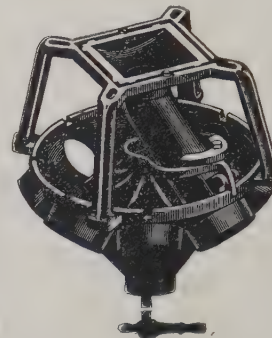
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We carry a stock on hand and can
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are wonder workers. They utilize all the bin
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In efficiency,
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They are as
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They are sim-
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You will find
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BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without
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small grain. Have Conical-Shape
Grinders. Different from all others.

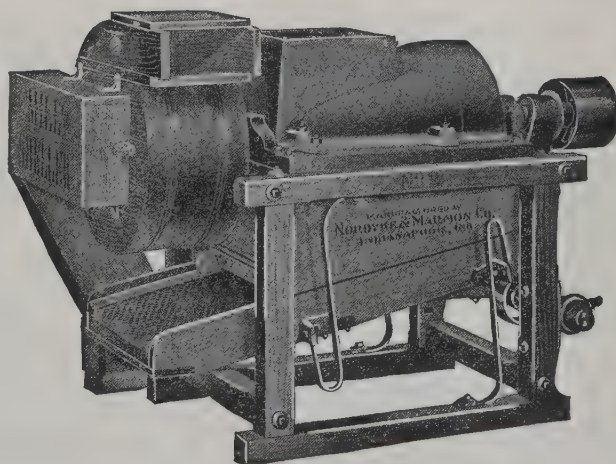
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Handy to Operate. Eight
Sizes—2 to 25-horsepower.

Peculiarly suited for use with
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SHELLER**

A Combined Sheller and Cleaner for
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efficient combined machine of small capacity on the market. Built in two sizes, 40 to
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Our line includes mill and elevator supplies of all kinds, power connections, grain
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Estimates cheerfully furnished.

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America's Leading Mill Builders

Established 1851.

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is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

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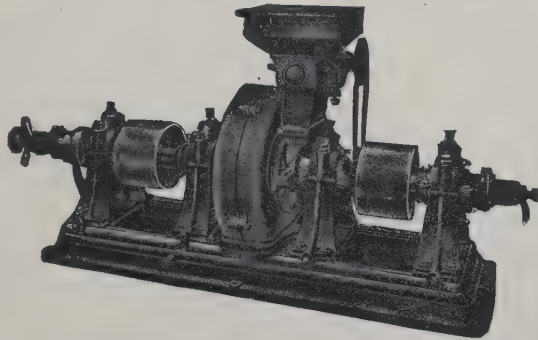
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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Let us prove it to you by sending you one on trial. **WRITE US**

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The Kennedy System

of grain car protection consisting of the Kennedy Standard Liners, the Kennedy End Liners and the Kennedy Grain Door Liners, afford the grain shipper a modern, cheap and sure way of insuring himself against the vexatious and costly troubles occasioned by leakages in transit.

The best proof that they are practical and economical is the fact that nine-tenths of the shippers who have used them in former years have sent repeat orders for them.

A postal card addressed to us will bring you full particulars, what they are, their cost, etc.

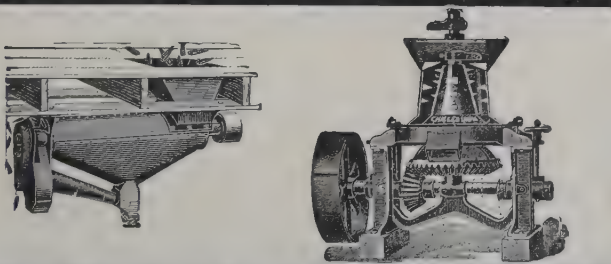
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you want to do business with the grain shippers.

Tell them so. The Grain Dealers Journal reaches them

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. **Price, \$1.50**

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

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has three separate locks. Cannot be opened or picked without mutilation.

Initials and numbers printed or embossed as desired.



Requires no sealing press, thereby saving much time in sealing cars.

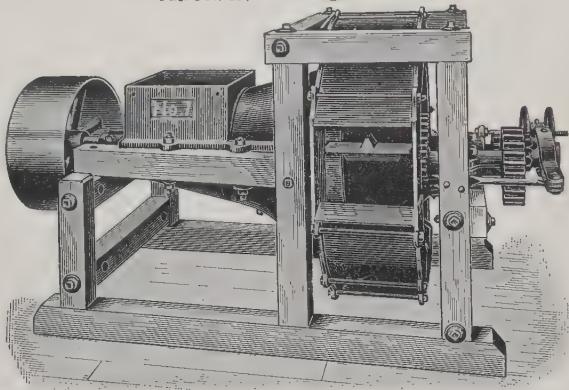
To lock: Insert loose end in mouth of case and crowd back to shoulder of same, when all three locks will snap into place.

Send for Samples and Prices

Chicago Car Seal Company

Cor. Green and Kinzie Sts., CHICAGO, ILL.

Pat. Oct. 17, 1905. Aug. 31, 1909.



The Cup Discharge U. S. Corn Sheller

is an improvement, the 1910 Model. Always an Over discharge, sets on same level of the Boot. Corn escapes thru the lower shell to the Drum as soon as shelled.

NO SUPERFLUOUS CRACKED CORN

No delays when repairs are needed. No cemented pit or steel tank expenses when you use our make of corn shellers. The CONSTANT BALL BEARING MAN-LIFT is another improvement for this season.

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Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for itself:

Gainesville, Texas; May 12, 1908.

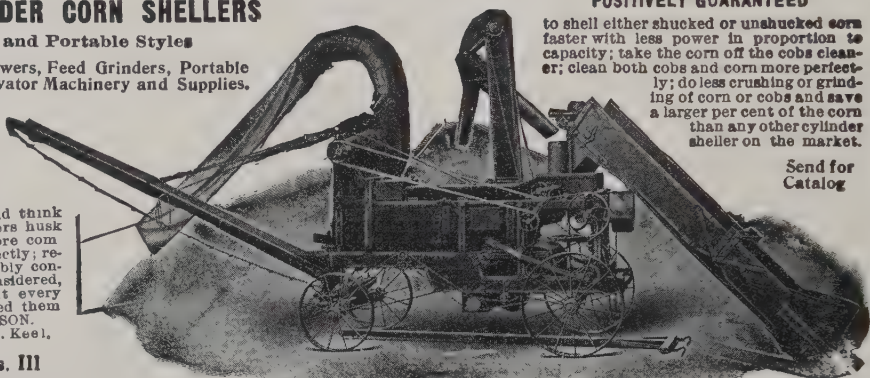
Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill

Branch Houses and General Agencies at Principal Distributing Cities.



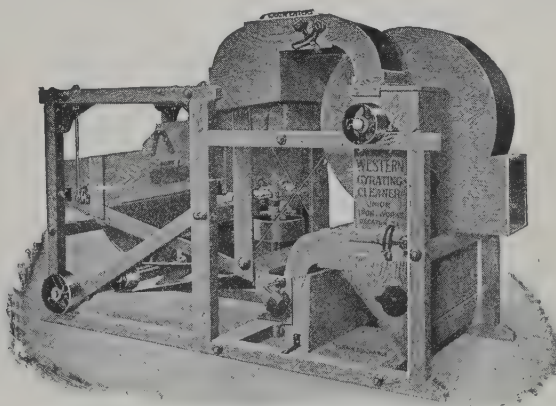
POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

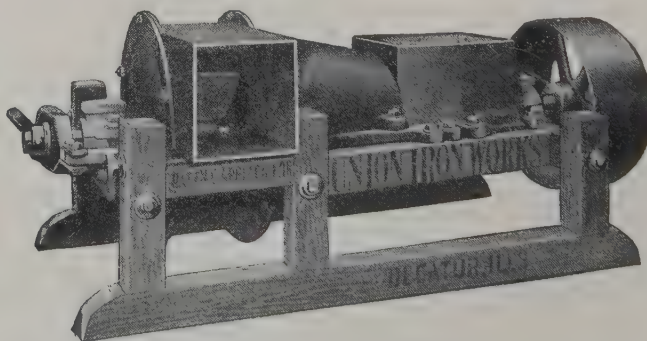
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A LATE CORN CROP

Crop estimates show that the increased corn acreage this year means a larger yield than ever; more corn for YOU to handle. Some of it, however will be late. The late corn will not be as easy to put in a marketable condition as that which matures earlier. Now then, Mr. Elevator Man, here is your opportunity to equip your elevator with machines that will handle all kinds, conditions and quality of corn. Machines that are made in the heart of the corn belt and that are the product of years of study to meet all requirements—The "Western" line of Shellers and Cleaners.



The Western Gyration Cleaner



The Western Pitless Sheller

We illustrate herewith the "Western" Pitless Sheller and "Western" Gyration Cleaner, the best machines time, money, and skill can make. For your own interests, let us send you descriptive matter. Tell us your requirements. We can make good.

Send for our Catalog No. 26 which describes our line of Shellers, Cleaners, and Complete Elevator Equipment.

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The "Ideal" Grain Tester



Is constructed so that when the cup is empty the beam balances with the poise set at zero. There are upon the beam three rows of marks which indicate respectively:

- 1st—The number of pounds a sample will weigh to the bushel.
- 2nd—The exact weight of sample.
- 3rd—The per cent. of loss after cleaning.

The Price is Right—Write for Prices

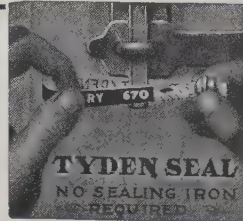
CINCINNATI GRAIN TESTER CO.
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Establish

the fact that your fact were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Self-Locking Car Seal, bearing your name, and conservatively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price, \$3.50 per 1,000. Samples free.

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SNAP IT ON—Requires no sealing iron or other tools; simple, yet effective.



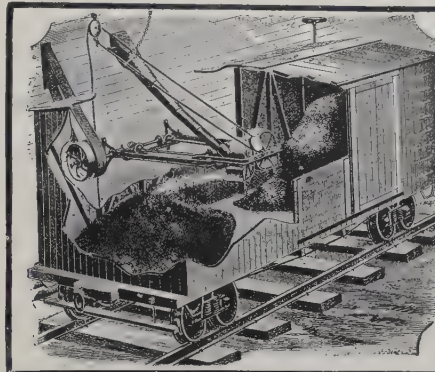
We number as desired.
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If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

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is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.

Now is the season when you will need

Grain Testers Flax Scales Testing Sieves

for all kinds of Grain and Seed.

We have a large line at lowest prices.

Grain Dealers Supply Co.

305 So. 3rd Street MINNEAPOLIS, MINN.

Mr. Elevator Owner: If you ever help to scoop the grain, especially dusty cats, back into the ends of the cars you know what kind of a job it is. All of this can be avoided by buying a Boss car loader for with it you can fill any car as full as you wish to, the center as well as the ends, without any shoveling and without getting inside the car.

We will give you the names of as many of the users of these loaders as you say you want, some of whom have been using their loaders for nine years and the experience of others is a pretty good guide but if you prefer to see for yourself we will send you one and not require you to pay us anything until you have tested the machine thoroughly and decided to keep it.



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MAROA MANUFACTURING CO., DEPT. 3. MAROA, ILL.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

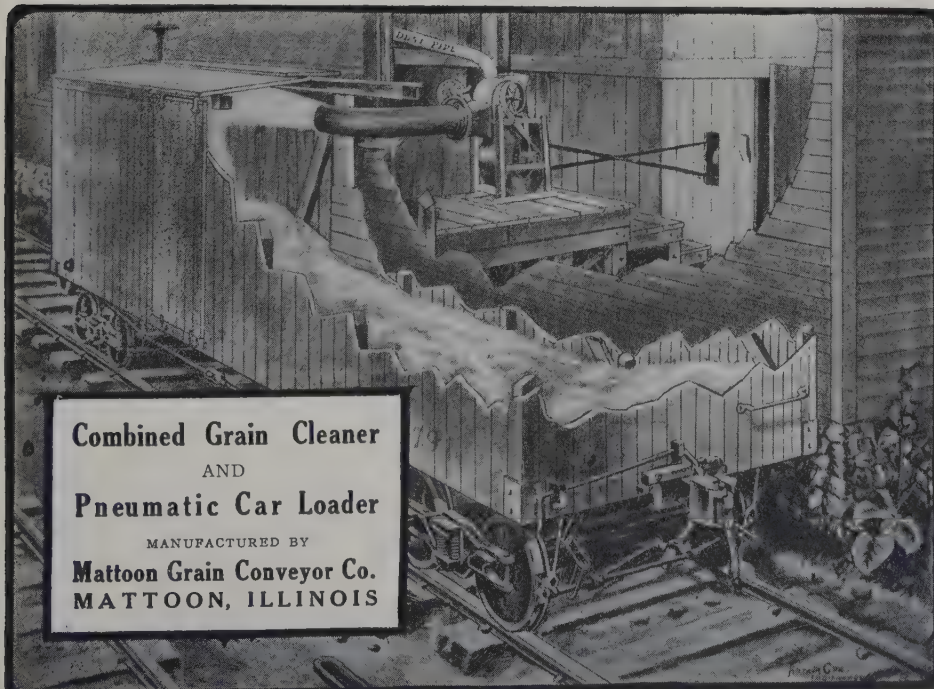
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Mattoon Grain Conveyor Co.
Mattoon, Ill.

Combined Grain Cleaner AND Pneumatic Car Loader

MANUFACTURED BY

Mattoon Grain Conveyor Co.
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YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

WITTE GAS & GASOLINE ENGINES

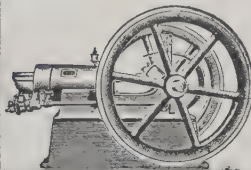
The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

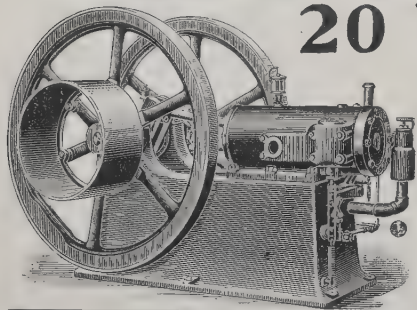
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For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service.

In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

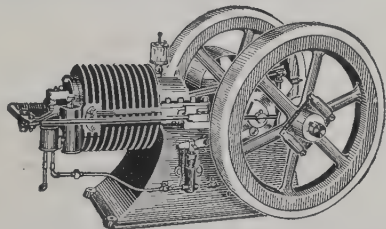
We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

J. Thompson & Son Mfg. Co., Beloit, Wis.

BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES GAS AND GASOLINE ENGINES

SEND FOR PRICES

THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio



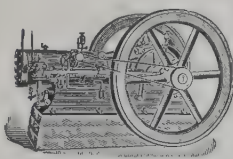
SAVES GASOLINE—This engine runs on $\frac{1}{4}$ less gasoline than any other make. Let us prove it. Try one in your elevator for 30 days FREE. Cylinder is cooled without the use of fans or water, there is nothing to "freeze up." Many large firms use this engine exclusively. We will be glad to furnish you their names.

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This book is designed to facilitate the making of Claims against railroads and keeping a complete record of them. There are four forms arranged so a carbon copy can be kept of each claim, as follows:

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This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record.

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GAS AND GASOLINE ENGINES

either for constant power service or under intermittent load give more everyday satisfaction than any other engine on the market. For grain elevators the Foos is especially adapted on account of its patented, safe and positive ignition, straight line counter balance and ample power rating. Many other exclusive features of design developed in 24 years of gas engine building are described in Catalog 20.

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Largest exclusive gas engine plant in America

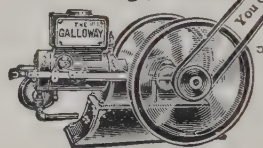
\$50 TO \$300 SAVED

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Price and quality speak for themselves and you are to be the sole judge. Sell your poorest horse and buy a

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Wm. Galloway, Pres.

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PRIMARY BATTERIES

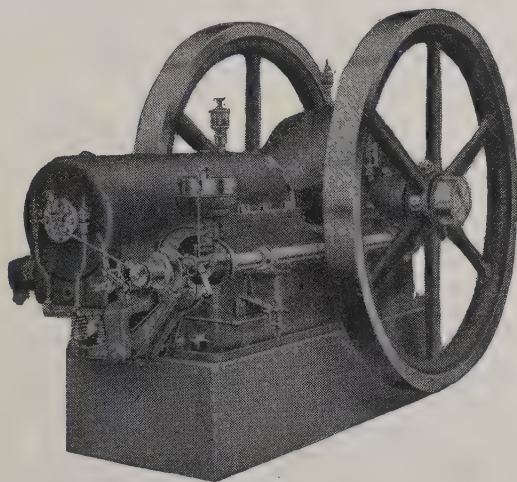
Whatever your battery requirements are, our book about Edison BSCO Primary Batteries, giving complete comparative information as to their reliability and economical operation, will convince you that they are the batteries best adapted to your work. Write for this book to-day.

EDISON MANUFACTURING COMPANY

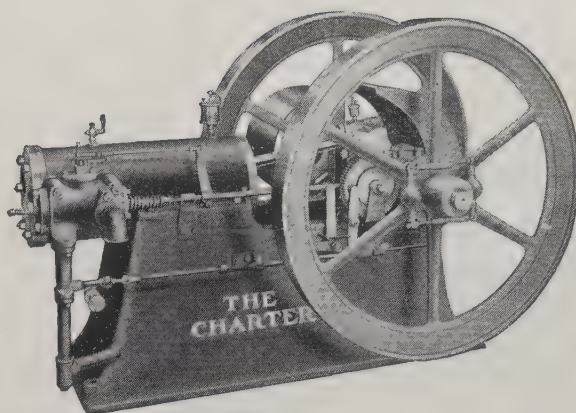
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FIELD
THE DE LUX ENGINE
AN ELEVATOR ENGINE

Write us for a list of elevators using THE FIELD



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THE FIELD-BRUNDAGE CO.
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Grain Elevator Power

has been our specialty for 30 years and we have a host of satisfied grain elevator operators to whom we can refer prospective buyers with confidence they will tell you to "seek no farther."

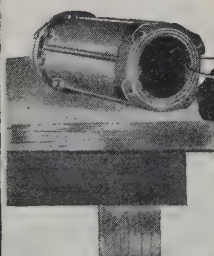
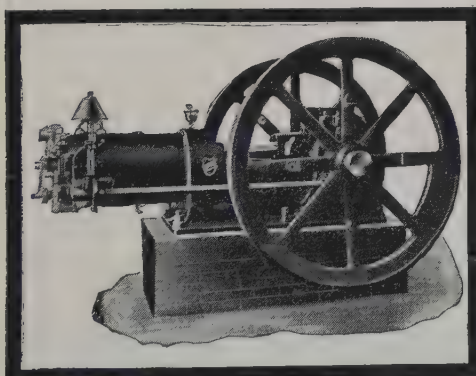
We have made a study of the grain elevator man's needs and that accounts for the satisfactory service obtained from our elevator engine.

It is economical and dependable.

**DO NOT THINK OF BUYING WITHOUT
INVESTIGATING ITS MERITS**

CHARTER GAS ENGINE CO.

Box 509, STERLING, ILL.



READ THIS

Otto Gas Engine Works, Minneapolis.

Gentlemen: When we wrote you our last testimonial in 1903, we reported to you that we had ninety-two of your engines running, all of which gave better satisfaction than any engine we had ever tried. The Otto requires less repairs and consumes much less gasoline than any other make of engine we have ever used, and we have tried five other makes of engines.

In our former statement to you we said: "The fact of our having purchased so many Otto Engines is self evident of how we like them." In addition to what we then had, we purchased thirty-five Ottos the following season, and in 1905 and 1906 we purchased twenty-five more, all 15 H. P. engines for our line of elevators. We now have our line of houses nearly all equipped with Otto engines, having about one hundred and fifty of them in operation, all of which are giving the best of satisfaction. Yours truly, The St. Anthony & Dakota Elevator Co. (Signed) H. C. Cook, General Supt.

M. L. AIN Co. Phila.



Why OTTO Products are Cheapest



FIFTH REASON

The **real** reason Otto Products are cheapest is not that their first cost is less but that they will give so much **longer and better** service. The picture above illustrates just one reason which would probably in itself alone save the small difference between the Otto's first cost and that of cheaper engines.

It is **one** of the extra values characteristic to the Otto Products.

This advantage is the extra thickness of the walls of Otto cylinders.

Every gas engine cylinder sooner or later requires reboring—

Well the Otto is sufficiently thick to permit of reboring **four times** should conditions under which it is run make it necessary.

Link this advantage to the fact that the Otto cylinder head, cylinder, water jacket and frame are cast in separate parts, instead of a unit so that the cylinder may be immediately removed by anyone with a monkey wrench and you'll realize one of the reasons why Otto Engines are the cheapest for you.

Now we've attached a coupon right to this ad. so that all you'll have to do to get the rest of the Otto facts, catalog, etc. is to sign your name and slip it in an envelope to us today.

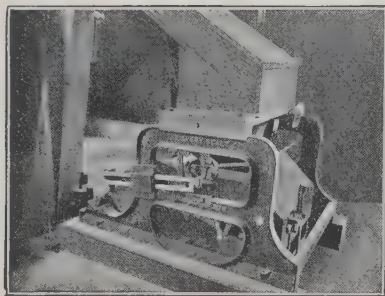
If we can save you any money now's the time you want to start so please mail the coupon right now.

OTTO GAS ENGINE WORKS, 3213 Walnut St., Philadelphia, Pa.

Branches: Chicago Boston New York Pittsburg Omaha Kansas City Minneapolis San Francisco

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Gentlemen: Replying to your ad. in G. D. J. for Aug send me catalog, etc. together with approximate estimate for installing an Otto engine of H. P.
Name _____
Firm Name _____
Address _____
To be used for _____
gas, oil, gas or gasoline _____

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THE
TIME
TEST
TELLS
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OF

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The AVERY survives BECAUSE:

Its fundamental principles are right.
It is built of the best materials.
It cannot make mistakes.
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It is the acme of simplicity.

Write for detailed explanation.

AVERY SCALE CO.
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MINNEAPOLIS
225 Board of Trade, KANSAS CITY, MO.

2 Rector St.
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INDIANAPOLIS

When You Buy an Automatic Scale BE SURE

1. It will handle all kinds of TRASH without a Screen or Dirty Grain Chute! ALSO will handle IRREGULAR FEED without adjustment or affecting the accuracy of the scale.
2. It is not affected by vibration or being out of level and in changing grain any common man can adjust dribble while scale is operating in 3 seconds.
3. That it has only a two-piece locking gear preventing chance of sticking and yet doing the work required.
4. That it is so positive and simple that no adjustment of valves is necessary in different grain.
5. That its material shall be non-corrosive and all parts guaranteed FIVE years.
6. That it has a level beam with but five pivots coming to a balance at every draft with no friction.
7. That the scale will handle 15% more grain than its rated capacity.
8. That there is no ponderous jerk when beam restores thus adding wear on the heavily loaded machine.
9. AND Above ALL that you get a square deal! Always write to more than one firm in the business and make them come down to OUR low prices. They do it elsewhere! Why should you pay more? We have but one price and all get it!

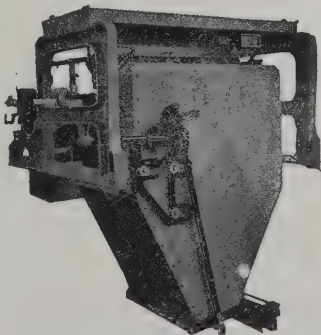
If you specify the above the only scale practical is

THE "NATIONAL," MADE IN BLOOMINGTON, ILLINOIS
NOT the McLeod Scale

What a salesman tells you is for HIS benefit and NOT YOURS!

Branch Offices { 311 Third Street So., Minneapolis, Minn.
1110 Douglas Street, Omaha, Neb.
1212 50th Avenue, Chicago, Ill.

When You Buy an Automatic Scale BE SURE—



- 1—That it will handle cobs in new corn without the use of a troublesome screen, or the risk of these stopping the scale and causing it to pass grain unweighed. See that it has a dirty grain chute.
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- 3—That if installed in the head, it can be adjusted when changing grains in from 5 to 10 seconds, otherwise the grain will back up and choke elevator. Only the simplest compensator will save this trouble.
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- 5—That it has a locking gear absolutely preventing grain from passing through it unweighed.
- 6—That it has an adjustable gate opening to handle light, trashy oats up to capacity, and without stoppage.
- 7—That it shall not stop through rust of the working parts.
- 8—That if of 1,000-bu. capacity, the hopper be no less than 4-bu.; if of 1,500-bu. capacity, 6-bu. Don't install too small a scale and overload it.

HAVE IT ALL SPECIFIED IN CONTRACT. IF YOU DO, THE SCALE
YOU WILL BUY WILL BE THE RICHARDSON.

RICHARDSON SCALE COMPANY

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J-M Asbestos Roofing

It is the only ready roofing that is absolutely fire-proof. And it is the only smooth-surfaced ready roofing that never needs painting. **It is in a class by itself.**

Indestructible Asbestos Fibre and Trinidad Lake Asphalt, the permanent waterproofer, make J-M Asbestos Roofing the roof for any building anywhere.

Our nearest branch will gladly send you samples and Catalog. Write for them today—or simply write your name and address on margin of this advertisement and mail it to us.

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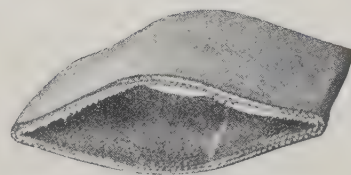
Pittsburg
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"THE FIRST COST THE ONLY COST."

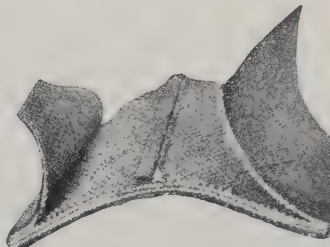
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RUBBER BELTING


That Separates
in the Plies
Like This 



Old Style Rubber Belt Opened Between the Plies.
Impossible with "R. F. & C." Belting.
It is Solid Woven.



Old Style Rubber Belt Split Down the Seam.
Impossible with "R. F. & C." Belting.
It Has No Seams.

Or Splits
in the Seams
Like This 

is obsolete, old fashioned and expensive.

"R. F. & C."

SOLID WOVEN RUBBER BELT perfectly overcomes above and all other difficulties met with in the use of cemented ply (ordinary) rubber belt.

A sample of "R. F. & C." Rubber Belt is evidence of the most convincing character—Ask for it now!

W. H. SALISBURY & CO., Inc.

"Oldest Rubber House in the West"

Established 1855

CHICAGO

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushelspounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, 255 La Salle Street, CHICAGO, ILL.

Duplicating Contract Book

Form 10 contains 100 original and 100 duplicate contracts for the sale of grain. Originals are printed on bond paper with spaces on back for entering grain delivered on the contract. The duplicate contract is a copy of the original so that by placing a sheet of carbon between the two, any entry on one is duplicated on the other. The contracts are check bound in heavy binder's board, numbered in duplicate, size 5½ x 8½ inches.

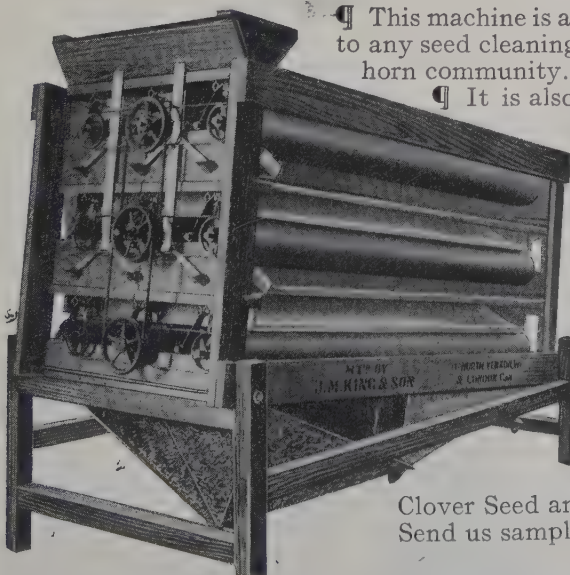
PRICE 85 CENTS

Grain Dealers Journal

255 La Salle Street

CHICAGO, ILL.

THE KING BUCKHORN MACHINE




☐ This machine is a very valuable addition to any seed cleaning equipment in a Buckhorn community.

☐ It is also of equal value to the farmers and land owners of this same community.

☐ Write for our booklet which gives full detailed description and prices of machines. We will be glad to send it at once.

☐ We are always willing to answer questions.

☐ We are in the market for low grades of

Clover Seed and Clover Seed Tailings
Send us samples. 

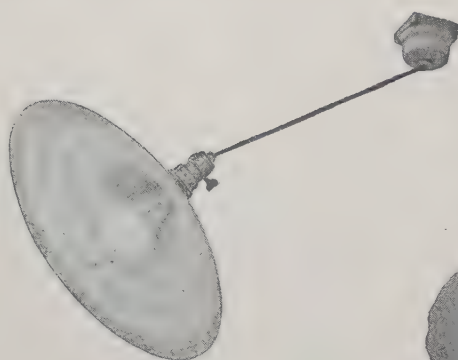
J. M. KING & SON, North Vernon, Ind.

WE WANT every grain handler to know the merits of our **GRAIN PURIFYING SYSTEM**

and hope all who read this advertisement will write us for particulars.

Do it Now.

U. S. GRAIN PURIFIER CO.
Earl Park, Indiana



Sturdy G-E Mazda Lamps Stand Rough Treatment

When lighted, G-E MAZDA Lamps may be roughly cleaned without fear of breaking filament.

When not lighted these lamps are protected from vibration by a special shock absorber rosette on the ceiling.

The 16" and 21" concentric steel diffusers used with these lamps reflect from 15 to 20% more light on the work than is possible with any glass shade. All the light is reflected and black shadows done away with.

The combination of G-E MAZDA Lamps with shock absorbing ceiling rosettes and concentric steel diffusers will increase your output by enabling elevator operators to watch their work clearly and surely.

A Lighting Plan for Your Elevator

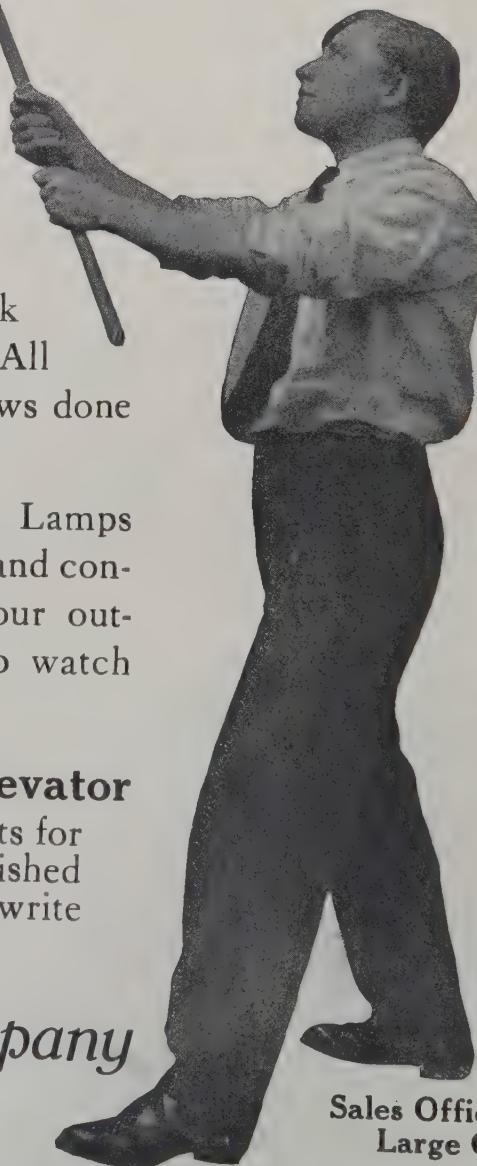
showing size and location of lights for most efficient lighting will be furnished promptly without obligation if you write at once.

General Electric Company

Principal Office:
Schenectady, N. Y.

For elevator lighting G-E MAZDA Lamps have three characteristics that place them far ahead of all other illuminants.

1. They give three times as much light as ordinary incandescent lamps of the same current consumption.
2. They show colors nearer to real daylight values than any other type of electric incandescent lamp.
3. They will withstand any ordinary shock without breaking.



This illustration is made from an actual photograph of a man demonstrating how roughly lighted G-E MAZDA Lamps may be handled. Repeated blows failed to injure the filament, although lamp was forcibly bounced against the ceiling.

Sales Offices in all
Large Cities

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

GASOLINE ENGINES.

\$350 WILL TAKE our 17 h.p. gas or gasoline engine; self starter. Michigan City Paper Box Co., Michigan City, Ind.

30 H. P. LOZIER GASOLINE ENGINE for sale. Good as new. Lincoln, Springfield Coal Co., Old Colony Bldg., Chicago.

12 H. P. WHITE & MIDDLETON gas engine for sale. Low price. E. Metzner, St. Louis, Mo.

18 H. P. LEWIS GASOLINE ENGINE in first-class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

ONE 22 H. P. FAIRBANKS-MORSE gasoline engine. Guaranteed in good operating condition. Thoroughly overhauled at \$300. Grayson Mill & Grain Co., Van Alstyne, Texas.

ONE 15 H. P. LEWIS GASOLINE engine for sale. Guaranteed in first-class condition, at half price. Reason for selling, will install electric motor. Address J. M. J., Box 10, Grain Dealers Journal, Chicago, Ill.

16 H. P. WAYNE GASOLINE engine for sale. Just being overhauled. New cylinder, new valves, repainted and to be made good as new and will be guaranteed by makers. A bargain at \$300; f. o. b. Ft. Wayne, Ind. Also 30 h.p. steam engine in first-class condition at \$100. f. o. b. Cecil, Ohio. Address Square Deal Elevator Co., Cecil, Ohio.

GASOLINE ENGINES for sale. One 3 h.p. Backus, one 3 h.p. McMullen, one 15 h.p. Nash, one 16 h.p. Otto, one 50 h.p. Miller. Running order. We will sell these very cheap as they are or completely overhaul them and guarantee them practically new. Gregory Electric Co., 16th and Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

1—3 H.P. Fairbanks-Morse, new.
1—6 H.P. Foos, new.
1—10 H.P. Fairbanks, rebuilt.
1—15 H.P. Otto, rebuilt.
1—16 H.P. McVicker, rebuilt.
1—20 H.P. Ohio, rebuilt.
In first class condition, cheap for cash. Power Equipment Co., Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

1—18 H.P. Olds gasoline engine.
1—18 H.P. Otto gasoline engine.
1—12 H.P. Fairbanks-Morse engine.
1—28 H.P. Fairbanks-Morse engine.
1—9 H.P. Badger engine.
1—12 H.P. Badger engine.
1—5 H.P. New Era engine.
1—2 H.P. Ideal engine.

All of the above engines have been carefully overhauled, repaired and repainted and are in first class condition. Gas Power Engineering Co., 262 East Water St., Milwaukee, Wis.

STEAM ENGINES—BOILERS.

ONE 8 H.P. STEAM ENGINE and one 12 h.p. boiler for sale. In good condition. Will sell cheap. Address C. M. Good, Ida Grove, Ia.

FOR SALE CHEAP 24 h.p. Atlas steam engine and boiler equipment complete; good as new. No. 1 Western Gyration cleaner; large size Boss car loader. L. F. Webb Grain Co., Weldon, Ill.

A 20 H. P. STEAM ENGINE and 25 H. P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

STEAM ENGINES FOR SALE.

1—45 H.P. Buckeye, rebuilt.
1—50 H.P. Ideal, rebuilt.
1—50 H.P. Atlas compound, rebuilt.
1—100 H.P. Buckeye, rebuilt.
1—125 H.P. McEwan, rebuilt.
1—50 H.P. T. C. Corliss, rebuilt.
All in first class condition, cheap for cash. Power Equipment Co., Minneapolis, Minn.

REBUILT ENGINES AND BOILERS.

ENGINES—CORLISS: 20x48 Wheelock, 18 x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14x16 Buckeye, 11x16x12 Buffalo Compound, 13x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armstrong & Sims, 11x16 Atlas, 10x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinkers-Davis, 14x14 Lewis Vertical, 12x18 Reed, 12x14 Gibbs, 12x12 Wells, 10 x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS: All sizes, open and closed.
PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

AUTOMOBILE SUPPLIES.

AUTO TIRES, first quality cases, fresh stock. 28x3, \$13.35, tube \$3.50, 30x3, \$14.35, tube \$3.75, 30x3½, \$20.70, tube \$4.50, 32x3½, \$21.75, tube \$5.00, 34x3½, \$23.75, tube \$5.25, 30x4, \$27.70, tube \$5.75, 32x4, \$30.70, tube \$6.25, 34x4, \$33.50, tube \$6.75. Send 15% of amount of order and I ship, allowing examination. Send post office or express money order. All previous prices withdrawn. Wm. Vanderpool, Jamestown, Ohio.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

MODERN RAILROAD TRACK SCALE in first class condition for sale. Geo. C. Bagley Elev. Co., Minneapolis, Minn.

ONE 20,000 LB. HOPPER SCALE for sale cheap. Good as new. People's Grain, Coal & Live Stock Co., Upland, Nebr.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

80,000-LB. CAPACITY FAIRBANKS R. track scales for sale. Can weigh 36 ft. length car on same. Will be sold cheap. Address The Jay Grain Co., St. Marys, Ohio.

SCALES FOR SALE. Slightly used or rebuilt scales, guaranteed in good condition at half price. 100 ton, 42 ft., 50 ton, 44 ft., Standard; 80 ton, 42 ft. and 60 ton, 38 ft., Fairbanks; 10 ton, 14 ft., 6 ton, 14 ft., 5 ton, 14 ft., Fairbanks wagon; 3,500 lb. Dormant. Fairbanks, several portable scales; all offered subject to prior sale; also new scales; all sizes to 200 ton capacity, for sale or exchange. The Standard Scale & Supply Co., 1345 Wabash Ave., Chicago, Ill.

SCALES WANTED.

WANTED—HOPPER SCALE AND one automatic scale. Address Wm. Rotsted, 1835 No. Ashland Ave., Chicago.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

MISCELLANEOUS FOR SALE

MEMBERSHIP in Chicago Board of Trade for sale. Address Mrs. Arthur R. Sawers, 419 W. 62d St., Chicago, Ill.

DUST PROTECTORS, \$1.00, made of rubber, with automatic valve; slightly used typewriters \$10.00 to \$35.00; typewriter covers 50 cents. Jacob G. Meier, Russell, Kansas.

MISCELLANEOUS WANTED

WANTED ELEVATORS TO BUILD, repair or remodel. Let me quote you before building. Can furnish all references. Address A. J. Corey, Beaver Crossing, Nebr.

HAY PRESSES FOR SALE.

TWO FULL CIRCLE ALLIGATOR, 17x22 presses in working order; \$100 takes choice press. Address The United Hay & Supply Co., Coldwater, Ohio.

AT HALF ITS VALUE, one Alligator full circle box hay press and straw press. 17x22 for sale or will exchange for a good lime grinder and pulverizer. H. C. Kyner, Shippensburg, Pa.

SIMPLEX BELT POWER baling press requires only 4 to 5 horse power to operate. Capacity 10 to 15 tons per day. Warehouse baler \$200. Portable \$250. Introductory prices in new territory. W. H. Stopple, Dallas, Tex.

ELEVATORS FOR SALE.

KANSAS. Elevator and grain business for sale. Only elevator at station. Rich farming locality. Address Jacob, Box 3, Grain Dealers Journal, Chicago, Ill.

A GOOD 8,000 BU. WAREHOUSE for sale, situated on the C. R. I. & P. R. R. Will sell right. Write C. S. Hain, Moscow, Iowa.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

ELEVATOR FOR SALE in good grain country. Bargain if sold soon. Address J. F. Wottring, Lock Box 16, Green Camp, Ohio.

15,000 BU. CRIBBED ELEVATOR on the Rock Island, 40 miles from Omaha in the corn belt of Iowa. A money maker. Address Omaha, Box 4, Grain Dealers Journal, Chicago.

CHICKASHA, OKLA. Grain elevator for sale at Chickasha, Okla. Just built; 10,000 bus. capacity, run by electric motor; in good grain country. Address Chickasha National Bank.

ELEVATOR FOR SALE. 35,000 capacity, cribbed and equipped with sheller, cleaner, automatic scale, steam engine, etc. In town of 1,800. No competition. This is a good one. Address J. M. Maguire, Campus, Ill.

NORTHERN OKLA. 25,000 bu. elevator in No. Okla. Kay Co. Best corn, wheat and oat country in the state. Fine oat crop, fair wheat and good prospects for corn. For particulars address Box 742, Blackwell, Okla.

ELEVATORS FOR SALE. Two up to date plants. One in large town, the other at station a few miles out. Both doing good business. Owners wish to retire. Address J. M. Maguire, Campus, Ill.

MINNESOTA AND SOUTH DAKOTA. For sale grain elevators in Minn. and So. Dak. Good crop around each house and big money will be made this year. Houses in good working condition. Have clever buyers. For particulars address Red Wing Milling Co., Red Wing, Minn.

MICHIGAN. Elevator for sale. 10,000 bus. capacity; in center of bean growing district in Mich. Building good as new. Gasoline power, fully equipped for handling grain and beans. Good coal business and small feed plant; situated on Grand Trunk Western R. R. Address Millett Elevator Co., Millett, Mich.

SOUTHERN MICHIGAN. For sale 15,000 bu. capacity elevator, gasoline engine, Eureka cleaner, one leg and scales all in good condition. Located in one of the best counties in So. Mich. on Lake Shore Ry. Only elevator in town. Sell for \$1,500 if taken at once. Address R. D., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN IOWA. 25,000 bus. elevator in N. W. Iowa in good corn and oats territory. One other elevator, easy competition. Fairbanks Registering Beam, 4 ton scale, 1,000 Avery automatic scale, Boss car loader 12 h. p. F. & M. engine. All in first class shape. Address P. J. K., Box 11, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, 5,000 bu. elevator, corn crib, warehouse, etc., in Oklahoma. Has Western dump sheller, capacity 500 bu. per hour; 15 h. p. Fairbanks-Morse gasoline engine, with throttling governor feed. Stover chop grinder, capacity 400 to 600 sacks per day. Have retail feed business also. On Frisco Ry. town of about 500 inhabitants. This elevator handles 35,000 to 40,000 bu. wheat, 15,000 bu. oats, 75,000 to 100,000 bu. corn, also some kaffir corn, cane seed, millet, etc. Good oat and wheat crop just beginning to move. Address R. A. S., Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR AT BENTON, KANSAS, for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

TWO MODERN GRAIN ELEVATORS for sale, storage capacity 125,000 bu. Well located, near Ft. Worth and Dallas. Bargains, terms. Address V. I. S., Box 2, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA. For sale new modern up to date 10 M bus. elevator in excellent grain territory in Cen. Ind. Not selling for want of business. Coal business a side line. Address O. R. D., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL IOWA for sale. Capacity 20,000 bus., also lumber yard and coal shed in connection, gasoline power, no competition, good grain point. Address D. E. G., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity 24,000 bu. On the main line of the C. R. I. & P. R. R. 122 miles west of Chicago. Equipped with good gasoline engine. Price reasonable. Address Lock Box 189, Tiskilwa, Ill.

WINFRED, S. D. For sale, a 25,000 bu. cribbed elevator at Winfred, S. D., on the Mil. Road, known as the D. C. Harrington elevator. Price \$5,000. For further information write Stair, Christensen & Timerman, Minneapolis, Minn.

SOUTH OKLA. Wanted to sell 4—70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of the finest sections of South Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN KANSAS. For sale, two elevators in one town in Northeastern Kans. No competitor. Best proposition in the state. Want to retire. Price for both houses, \$15,000. Address S. T. R., Box 1, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. For sale, 15,000 bu. elevator on Wabash R. R. in Cent. Ill. in good corn, oats and wheat belt; good black tilled soil, good crops. Offer cheap; good reason for selling. This is a bargain. Address D. O. N., Box 3, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA. Two elevators for sale where the crops are best in state of No. Dak. Cribbed, dump scales, gasoline engines, complete, always done a good paying business. Price of the two but little more than cost of one. Address North, Box 3, Grain Dealers Journal, Chicago, Ill.

WILL SELL MY INTEREST in a 15,000 elevator, 6,000 bus. corn crib on Great Western Ry. Corn sheller, cleaner, good coal sheds and lumber yard all under roof. Large territory, only one competitor. Population of town 1,500. Will trade for a good farm in Iowa or Dakotas. For further particulars address Wm. Sinram, Clarks-ville, Iowa.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal Chicago, Ill.

OKLAHOMA. On the main line of the M. K. & T. a 20,000 bu. studded elevator fully equipped, two shellers and complete roller meal outfit, 3 pair high rolls and chop mill, 30 h.p. Fairbanks-Morse engine, large meal trade and farmers exchange. Must sell on account of ill health of the manager and is going to be sold for less than it cost to build two years ago. Don't write unless you mean business, part time if desired. Address J. L. M., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

SOUTHERN NEBRASKA. For sale, one 40 M elevator and live stock business on main line of Burlington in So. Nebr. Price \$8,000. Address Nebr., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, COAL YARD AND small lumber yard for sale. Good small town and a good business. Scandinavian community. Reason for selling, owner's health is poor. Address Harrison, Box 3, Grain Dealers Journal, Chicago, Ill.

5,000 BU. OHIO ELEVATOR on the Penn. R. R. for sale. Only dealers here. Good grain country. Large coal business in connection; also do good business with flour, salt, cement, plaster, lime and posts. Address L. O. W., Box 4, Grain Dealers Journal, Chicago.

FOR SALE 35,000 BU. ELEVATOR, coal, cement, flour and feed business and six lots in town of 1,800 inhabitants, on two railroads, excellent crops. Will sell cheap on account of poor health. Possession at once if desired. If interested address J. E. H., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND FLOUR MILL for sale. A proposition very seldom in the market. Situated in one of the best towns in northwestern Ohio. One of the best paying institutions in the state. A bargain of real merit. Open for inspection. Manns & Bower, 507 Gardner Bldg., Toledo, Ohio.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

25,000 BU. CAPACITY ELEVATOR for sale. Has a roller feed mill and wood saw in connection. Elevator run by 6 h.p. and feed mill by 12 h.p. gasoline engines; all necessary machinery such as clamp hopper and platform scale and grain cleaner. Price \$3,500, \$1,000 cash, balance time or trade for cheap farm land. Address R. U. K., Box 3, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KAN., 10,000 bu. elevator on A. T. Ry., for sale at a bargain or trade for good land. One of the best towns and grain centers in Southern Kans. Corn sheller, corn and wheat cleaner, automatic weigher. All in good condition. Address D. & K., Box 1, Grain Dealers Journal, Chicago, Ill.

16,000 BU. ELEVATOR along the Rock Island, on own ground with easy driveway. One fair competitor. Fine crops. Sheller, cleaner, 5 ton Hopper scales, 3 stand of 9x24 rolls and bolter. Good trade on chops. A money maker. Will be sold cheap, easy terms. Address Union Supply Co., Mt. View, Okla.

MINNEAPOLIS TERMINAL ELEVATOR 100,000 bu. terminal elevator, electric power, fully equipped with machinery for cleaning and mixing grain. Lot 640x140 with 800 ft. of side track. All ready for operation. \$21,000. Also 25,000 bu. elevator in Southern Minnesota on N. W. R. R., feed mill, 2 gasoline engines, cleaning machinery, scales, etc. Good crops in this section this year. \$4,000 buys the outfit. C. M. Brown Realty Co., 732 Andrus Bldg., Minneapolis, Minn.

OKLAHOMA. For sale two elevators capacity 15,000 bu. Warehouse 16x42 ft. chop mill in warehouse with capacity of 300 to 600 sacks daily; coal bin 14x80 ft.; hold 200 tons. All on Rock Island Ry. Oklahoma town of 4,000 inhabitants. These elevators handle 90,000 bu. corn, 50,000 bu. wheat, 25,000 bu. oats, 20,000 bu. kaffir corn, beside seed, such as rye, cane, millet, etc. Good retail coal, feed and wholesale flour business. Retail coal sales 900 to 1,100 tons annually. Retail feed \$10,000 to \$11,000 per year; wholesale flour 18 to 20 cars annually. Will sell all for price of one. Act quick. A fine wheat and oat crop just beginning to move. Good corn crop assured. Address H. A. L. Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD ELEVATOR IN NORTHERN IOWA for sale. Handles a large amount of grain and coal and crop largest in ten years. Address Mac., Box 4, Grain Dealers Journal, Chicago, Ill.

TWO GRAIN ELEVATORS for sale. One located in western part of the state (Nebraska) and another about one hundred miles north of Lincoln. We will make a right price to anyone interested. Address T. I. D. Box 2, Grain Dealers Journal, Chicago, Ill.

CAVALIER CO., N. DAK. A good 35,000 bu. capacity elevator for sale in Cavalier Co., N. D. House in good repair and first class in every respect. Crops good; will make terms. Must sell on account of wife's health. Address A. P. R., Box 4, Grain Dealers Journal, Chicago.

COLORADO. In best irrigated section of Colo., new elevator built by the bank here just completed. Bank wishes to sell same to some reliable grain man. No competition. Will give terms on part if desired. Price \$3,500. Address R. M. Benton, Cashier, Milliken, Colo.

WISCONSIN. For sale at a bargain. elevator and warehouse located in one of the best towns in Northern Wis. Finest hay, grain and potato section in the state. Capacity 70,000 bu. grain, 50,000 bu. potatoes, 600 tons of hay. Feed mill in connection. For further particulars address Farmers' Produce Co., Chippewa Falls, Wis.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

NORTH CENTRAL IOWA. For sale, good modern elevator in No. Cen. Ia. Modern house, 20,000 bu. capacity. Best farming country in Iowa. Handled 125,000 bus. past year; fine crop this year; good coal, feed and salt business in connection. No farmer elevator competition. Best of reasons for selling. Will sell right, but must be cash. Address Central, Box 4, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For Sale—Grain elevator and warehouse, county seat town of 4,000, Northwestern Ohio, shipping 250,000 bus. grain annually; doing retail business of \$36,000 per year. One of the best grain points in Ohio. Price reasonable, 1/4 cash, balance easy terms. Also for sale, 4 grain elevators in grain belt Northwestern Ohio, doing prosperous business; prices \$4,000, \$5,000, \$6,000 and \$9,000. One-third cash, balance easy terms. Address E. W. Newton, Ohio Building, Toledo, Ohio.

ELEVATOR BROKERS.

ELEVATORS FOR SALE. The kind you are looking for. Price from \$2,500 up. Let me know your wants and I will try and suit you. Address J. M. Maguire, Campus, Ill.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa

FOR SALE—FOUR ELEVATORS on I. C. Ry. Together or separately. Prices very reasonable. Let me know how much you wish to pay and think I can suit you. Address Jas. M. Maguire, Campus, Ill.

JOHN A. RICE, reliable elevator broker, Frankfort, Ind. 600 elevators for sale, all kinds and locations. Many real bargains. Good farms to trade for elevators. Strictly square dealing.

ELEVATORS WANTED.

WANTED TO BUY OR RENT an Indiana elevator. Address E. J. S., Box 4, Grain Dealers Journal, Chicago.

TO EXCHANGE 200 acre tract fine timber and coal land Tennessee and stock groceries for elevator. Box 283, Pendleton, Ind.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

WANTED TO BUY AN ELEVATOR, turning in farm land and residence property as part payment, or would lease. Address J. H. Fitzgerald, Box 684, Valley City, N. D.

WANTED AN ELEVATOR or small mill in good 100 car or more point location for either. Colorado preferred. Give full particulars and price in first letter. Address R. R. I., Box 3, Grain Dealers Journal, Chicago.

HAVE A FINE RESIDENCE property in Ill. county seat town to exchange for elevator in Central Ill., Ind. or Ohio. Will pay difference. Don't object to side lines. Address R. E. M., Box 1, Grain Dealers Journal, Chicago.

ELEVATOR WANTED for good land. I have eighty acres of the choicest land near central city, Nebr., which I wish to exchange for a good country elevator. This land rents for two-fifths delivered and is every foot under the plow. My value is right and I want good elevator with good shipments and good competition. L. L. Coryell, Auburn, Nebr.

BUSINESS OPPORTUNITIES.

CASH BUYER is in the market for a good business. Give full particulars. Address G. D. J., Box 313, Cherry Valley, Ill.

IOWA. For sale grain and coal business Iowa. Might consider good clear land for part payment. Give full description. Address G. & C., Box 3, Grain Dealers Journal, Chicago, Ill.

CASH FOR YOUR BUSINESS or real estate. I bring buyer and seller together. No matter where located, if you want to buy, sell or exchange any kind of business or property, address Frank P. Cleveland, Real Estate Expert, 5951 Adams Express Bldg., Chicago, Ill.

CENTRAL IOWA—Will sell for cash profitable business in grain, coal, flour, salt and mill feeds. Good 20,000 cribbed elevator, coal sheds and warehouses in good repair. Handle about 100 cars yearly. Good town in Cen. Ia. Price and terms reasonable. Address M. H. C., Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

A MODERN 75 BBL. FLOUR MILL for sale or trade. Water power; good condition; running. Address Mill, Box 4, Grain Dealers Journal, Chicago.

30 TO 40 BBL. FLOURING MILL and dwelling for sale on account sickness. Fine buildings. Will send photos if interested. C. J. Bickhart, St. Paul, Ind.

I WISH TO RETIRE from milling business and offer two fine Indiana mills at great bargains. One 50 bbl., other 100 bbl. Good towns and locations. Prices right. Would consider farm or rentals. Address Thomas Warne, Amboy, Ind.

100 BBL. MILL for sale. Concrete building, built three years ago; modern machinery; location best in Michigan; electric power; good reason for selling. Address Mich., Box 3, Grain Dealers Journal, Chicago, Ill.

\$6,000. GRIST MILL, electric and steam power; capable manager; net profits from April 12, 1909, to Feb. 1, \$1,700; terms, including residence, \$4,000 cash, balance on mortgage. L. G. Tinckelpaugh, P. O. Box 53, Point Edward, Ont., Can.

A 1 WESTERN OHIO MILL for sale. Brick buildings and everything in perfect condition. Plansifter system of 80 to 90 barrels capacity. Well located in good grain country with R. R. siding. Grain and coal business in connection. No better proposition in the country than this and must be sold. Apply at once for information and terms. Address L. I. R. Box 2, Grain Dealers Journal, Chicago, Ill.

INFORMATION.

ADDRESS WANTED of John Z. Schmidt, formerly of Huron, S. Dak. Address A. D. D., Box 4, Grain Dealers Journal, Chicago.

ADDRESS of E. J. Bastin, formerly located at Tulsa and Clinton, Okla., wanted. Wm. Murphy, Board of Trade, Kansas City, Mo.

ADDRESS of J. D. McDonald, who without any authority from us collected money for the Grain Dealers Journal in Ohio recently. Grain Dealers Co., Chicago, Ill.

READERS DESIRING to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

PRESENT ADDRESS of Geo. G. MacDonald, formerly manager for J. C. Bradley at Delia, Kan., wanted. He is a brunette 5'8" and weighs about 175 lbs. First two joints of second finger of right hand are off. Address B. C. D., Box 4, Grain Dealers Journal, Chicago.

GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....bus.

State.....

190

MACHINES FOR SALE.

OAT CLIPPER AND one Bowsher mill for sale. Address Wm. Rotsted, 1835 No. Ashland Ave., Chicago.

ELEVATOR MACHINERY for sale. Belting, cups, rope sheaves, pulleys, shafting, etc., 12 h.p. Fairbanks-Morse gasoline engine. G. B. Hager, Dwight, Ill.

CARPULLER—One 10 carload capacity carpuller, jaw clutch, self containing drum, used very little. One Clarks single automatic power shovel, good as new. Ottawa Elevator Co., Ottawa, Minn.

ONE COMBINED SHELTER No. 2½ capacity per hour 400 to 600. Good as new; too small for our mill. Will sell cheap, Western regular warehouse sheller. Marco Elevator Co., Marco, Ind.

LARGE LINE OF VARIOUS MACHINERY for mill and elevator equipment; special low prices for quick sale. Also several small engines. Write for particulars to American Hominy Company, Indianapolis, Ind.

ALL THE MACHINERY from the large Hyde elevator at La Crosse for sale, consisting of belts, grain cleaning machine, dust collectors, fans, 9 hopper scales with hoppers, seven elevators with belts, cups, boots and tank complete, pulleys, shafting, friction clutches, new cups, boxes, engine room machinery and many other items all at a bargain. La Crosse Wrecking Co., La Crosse, Wis.

1—24 h.p. Atlas automatic side crank steam engine.

1—42x12 Atlas steam boiler.

1—No. 4 Stillwell heater.

1—3x2x4 Smith-Vaile duplex pump.

1—45 ft. smoke stack and all fixtures with the engine and boiler.

Reason for selling we installed electric motors. The above plant was in use five years and everything is as good as new. If interested write Thomas Grain Co., Thomas, Okla.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 F, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND SEPARATORS. We must have room and offer the following machines at less than ½ the price of a new machine. They are guaranteed to be in good working condition, repainted and varnished, practically as good as new.

1—No. 5 MONITOR Receiving Separator, capacity fine screen, 300 bus., medium 500, coarse 1,000 bus. per hr. Pulley 12x5, speed 550.

1—No. 5 MONITOR Milling Separator, capacity 100 bus. per hour, pulley 8x5, speed 600.

3—No. 4 BARNARD & LEAS Dustless Counter Balanced Elevator Separators, capacity 750 to 2,500 bus. per hour, with pulley 14x7, speed 500 R. P. M.

1—No. 4 BARNARD & LEAS Dustless Elevator Separator, capacity 750 to 2,500 bus. per hour, pulley 14x7½.

2—No. 8 EUREKA Warehouse and Elevator Separators, capacity 1,000 bus. per hour, pulley 16x6½; speed, fan 600, shaft 525 R. P. M.

1—INVINCIBLE Double Receiving Separator, capacity 800 to 2,400 bus. per hour, pulley 14x6½; speed, fan 645, shaft 550 R. P. M.

Most of these machines have extra sieves for corn, rye and oats. These will be included, providing they are on hand when machines are sold. Write for catalog No. 66G. B. F. Gump Co., Mill & Elevator Machinery, Chicago.

MACHINES FOR SALE.

SECOND HAND MACHINERY FOR SALE
CORN MILLING MACHINERY.

1 Smith Middlings purifier, No. 2.

1 Crescent Meal purifier and Grits Aspirator, No. 125.

1 Gray roller mill, 2 high, 9"x24".

1 Beal degerminator.

1 Beal steamer.

1 Nordyke & Marmon dryer.

1 Richardson automatic scale, one-half bu.

COTTON SEED MACHINERY.

1 Foos attrition mill, size 24".

1 Foos attrition mill, size 26".

1 Foos scalper, No. 2.

1 Cotton press, Gullette.

8 1900 Brown linters.

1 Gardner pneumatic condenser.

1 E. W. Ross self-feed cutter 16".

OIL MILLING MACHINERY.

1 Allbright & Neil filter press, 30 plates, 1½" conn.

1 Allbright & Neil filter press, 40 plates, 1½" pipe conn.

2 Stills 4 ft. x 16 ft. long, 5/16" steel.

6 Percolators, 11 ft. x 10 ft. high, ¾" steel.

6 Percolators, 4 ft. x 27 ft. high, ¾" steel.

3 Steel tanks 9x12 ft., cap. 120 bbls.

Conveyors, all sizes, right and left hand.

Wood and iron pulleys, all sizes.

Boxes and hangers, all kinds and sizes.

Sprocket wheels and chains, all sizes.

Steel shafting, valves, pipe, flange couplings, tees, unions, elbows, all sizes.

Nut-rilline Milling Co., Crowley, La.

HELP WANTED.

WANTED—Experienced double entry bookkeeper. Salary \$75.00 per month. Send references. Horner Elevator & Mill Co., Lawrenceville, Ill.

WANTED a first class wheat buyer, a good judge of hard wheat and a young man. Must speak German and English. Write quick. W. J. Madden, Hays, Kansas.

WANTED—Good wide awake men who have handled both grain and lumber at a joint station. State age, if married or single and salary expected in first letter. Address P. E. N., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED AT ONCE, a sober, married man who has had experience in running steam elevator. Must be thorough mechanic, must understand all elevator machinery and do repair work. Address Fred Rose, Homer, Ill.

A REPUTABLE KANSAS CITY CONCERN wants man who is familiar with Northwest and Eastern mill trade and also with local supply business. Must be good rate man. Will buy membership if prove valuable and worthy. An excellent chance for a clean, intelligent hustler. None others need apply. Address M. E. K., Box 4, Grain Dealers Journal, Chicago.

WANTED—Good wide awake German grain buyer for a western North Dakota town of about 600 population. In ability must be well above the average country elevator agent and have several years' experience. Will pay good salary to the right man and the position will be a steady one. Golden Valley Ind. Grain Co., Board of Trade, Duluth, Minn.

PARTNERS WANTED.

WANTED A PARTNER who is a good grain man and has some money to join me in the milling and grain business. No competition within 30 miles; an exceptional opportunity for making money. Address W. F. Farrell, Doniphan, Mo.

SITUATIONS WANTED.

MANAGER OF COUNTRY elevator wants position. Experienced and capable; married and can give references. Address E. L. Reed, Hallville, Ill.

SITUATIONS WANTED.

A YOUNG MAN of good habits desires position with good grain firm where there is a chance to work up. Address F. K. F., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR SUPERINTENDENT wants position. Several years experience. Can furnish first class reference. Address B. I. N., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed, Box 4, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. P., Box 3, Grain Dealers Journal, Chicago.

GRAIN BUYER OR local manager wants position in some town in So. Dak. or Western Minn. Five years' experience. Best references. Address F. A. N., Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position with some line company. Seven years' experience; single and can go any place. State salary. Address Robt., Box 3, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants situation. Understand elevator machinery and gasoline engines. Age 32 years; 15 years' experience; can furnish reference and bond. Address Lee M. Eggleston, Gibson City, Ill.

WANTED POSITION AS MANAGER by first-class man, commencing Sept. 1, through grain belt of Illinois. Six years experience grain, coal, lumber, cement and brick. Address A. M. S., Box 3, Grain Dealers Journal, Chicago, Ill.

A YOUNG MAN of good habits and college education desires position with good grain firm where there is chance for advancement; no previous experience. Will start work on \$50 per month. Address S. R., Box 4, Grain Dealers Journal, Chicago.

SUPT. OF TERMINAL ELEVATOR in the North West for the past six years wants position connected with the grain business. Age 30, married. Best of references. Address Frank, Box 4, Grain Dealers Journal, Chicago.

POSITION WANTED AS BUYER at a good country station. Experienced in all grains; can handle coal, lumber and live stock as side lines if wanted. Record O. K.; temperate and industrious. Best of references and bonds. Address D. M. M., Box 4, Grain Dealers Journal, Chicago.

SITUATION WANTED—Young married man, competent bookkeeper, stenographer, experienced in milling and grain business, desires position as manager or office manager with reliable concern. Permanent connection only will be considered. Prefer to locate in Indiana, Ohio or Illinois. Address John W. Venable, Osakis, Minn.

SITUATION WANTED. Capable man of 37, married, competent bookkeeper and accountant, two years experience in grain, feed and seed business, reliable and sober, would like to secure connection with some reliable seed company. Preferably Wisconsin or Minnesota. Willing to invest from \$1,500 to \$2,000 with going profitable business. Best of references. Address C. W. J., Box 4, Grain Dealers Journal, Chicago, Ill.

TWO YOUNG MEN want position with some good elevator company or milling company to buy grain. Have had 15 years' experience with all kinds of grain. We are both 35 years of age and can go anywhere. Parties in need of two good grain men can secure same by writing us. State salary you can pay in first letter. Best of reference furnished. Can come at once. Address Berry & Bibb, Pedlar Mills, Va.

SEEDS FOR SALE.

SEED WHEAT FOR SALE. Pure Fultz, \$1.50 per bu. Peter B. Riehm, Route 1, Washington, Ind.

MINNESOTA GROWN Turkey red wheat for seed at \$1.30 per bu. on cars at Le Sueur, Minn. Sacks extra at wholesale. St. John Grain Co., Heron Lake, Minn.

SEEDS FOR SALE. Clover, timothy, millet, hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

CLOVER SEED—Would like to get in touch with concerns buying alsike and clover seed. F. B. Stevens & Co., Chatham, Ont., Can.

RED RUSSIAN AND MEALY WHEAT for sale. Both smooth varieties, recleaned and graded. Yield this year 36 bu. per acre. Write for sample and prices. Fred J. Orth, Edwards, Ind.

FOR SALE. We make a specialty of Kentucky grown orchard grass and Kentucky fancy blue grass, car lots or less. Make your wants known. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

FOR THE WHOLESALE TRADE ONLY: We have a consignment consisting of 200 sacks European Dodderfree Alfalfa seed stored in New York. Ask for Crimson clover offers. Apply for sample and price to our representative. I. L. Radwaner, 229 Broadway, New York, R. Leitmann Sons, Successor, Hamburg, Germany.

SEEDS WANTED.

TIMOTHY SEED WANTED. Send samples. Phila. Seed Co., Phila., Pa.

WANTED BEARDLESS BARLEY. Fine quality. Send samples. Miami Valley Seed Co., New Carlisle, Ohio.

WE WANT TO BUY all kinds of field seeds, including rye, wheat and oats. Ohio Valley Seed Co., Evansville, Ind.

SEEDS WANTED—Clover, timothy, millet, hungarian, red top and other field seeds. Send samples. Illinois Seed Co., Chicago, Ill.

WANTED NORTHERN SEED RYE in car lots, also clovers, timothy and red top. Send samples stating quantity and price. Louisville Seed Co., 104 S. Second St., Louisville, Ky.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

WE BUY Timothy Seed and Clovers. Also Tailings containing Timothy, Red Top, Alsike etc., or Mixed Alsike and Timothy and Clover tailings. Send us samples of anything you have to offer, stating quantity and price.

THE ADAMS SEED CO., Decorah, Ia.

GRAIN FOR SALE.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

GRAIN WANTED.

WHEAT, BARLEY, BUCKWHEAT, wheat screenings for poultry feed. Send samples. Phila. Seed Co., Phila, Pa.

WANTED BRAN AND MIDDINGS in 100 lb. sacks. Name delivered prices. The Seymour-Snyder Co., Kenton, Ohio.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN TABLES FOR SALE.

NO BUYER OF GRAIN would do without Zellers Corn, Oats and Wheat Tables if he knew how much time and money he could save by using them. The bushels in and value of any ordinary load can be told in three seconds. Sample pages upon request. Dr. M. T. Zellers, Hooper, Nebr.

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

WE ARE DEALERS IN SEEDS
Timothy, Clovers, Millets, Etc.
Also Seed Grain
MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

WE BUY PURE SOFT WINTER WHEAT
CHOICE WHITE CORN (either ear or shelled)
Cincinnati official weights and grades final.

PERIN BROS., Millers Cincinnati, Ohio

Genuine Texas Red Rust Proof Seed Oats

Selected and Recleaned. Even weight printed bags.
Car lots only.

TERMINAL GRAIN COMPANY Fort Worth, Texas

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

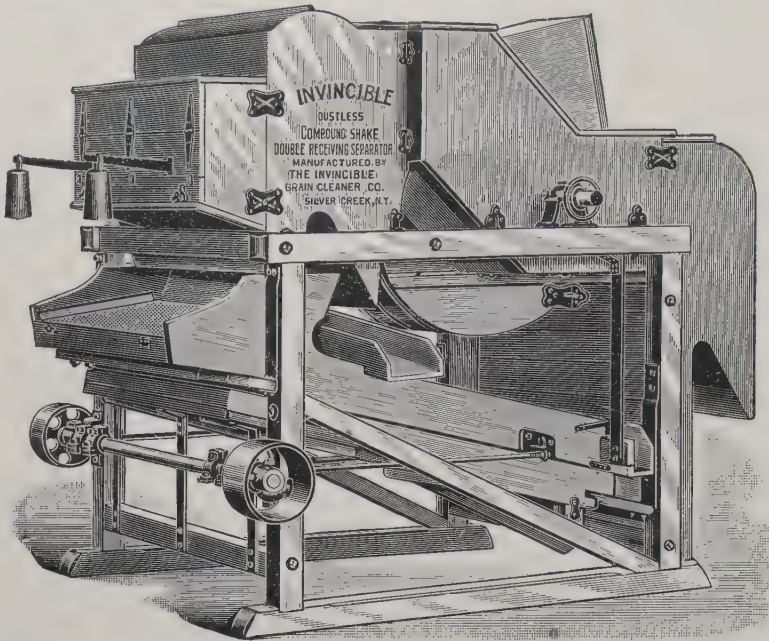
Established 1875
The M. G. MADSON SEED COMPANY
SEED GROWERS, IMPORTERS and MERCHANTS
MANITOWOC, WISCONSIN

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders Building, Chicago, Ill., Phone Harrison 667.

C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

C. WILKIMSON, 6027 Chestnut St., Philadelphia, Pa.

F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

FRANK E. KINGSBURY, Terminal Hotel, St. Louis, Mo.

CHAS. H. STERLING, Jefferson House, Toledo, Ohio.

Why shake your building with a shaking cleaner?

The Beall
Motionless
Screen Cleaner
has no eccentrics,
and does
not shake
or vibrate.
Those who
see it
buy it.

The Beall Improvements Co.
Decatur, Ill.

GRAIN DEALERS JOURNAL

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CHARLES S. CLARK,
Manager.

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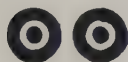
The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., AUGUST 25, 1910.

LOOK OUT.

J. D. McDonald has been collecting money from Ohio grain dealers for the Grain Dealers Journal without any authority from us and without any cards or stationery to establish his connection with the Journal. He is very careful not to sign our name to anything; he simply signs his own name, or at least the name given above. Any one giving us information which will assist in the apprehension and arrest of "Mr. McDonald" will be liberally rewarded.

GRAIN DEALERS COMPANY,
225 La Salle St. Chicago, Ill.

A MONTH AGO some of the railroad champions of higher freight rates were madly predicting an early panic; now the same pessimists are at work predicting a car famine, and if the movement of grain continues to increase, or even keeps up long at its present rate, their prediction will come true.

SALES of large quantities of wheat for export have been reported, but some of the bulls shake their heads and express doubt as to any sales being consummated. While European countries may need some of our wheat and oats, they are not likely to be large buyers until they have a definite idea as to the amount of their home supply.

DETROIT has so many bucket shops, federal prosecutors have been called in to help drive them out. The fight is a long one, but they must go.

BONDING COMPANIES which do not pay their policies until forced to do so by the courts are not very safe corporations to insure line companies against the dishonesty of employees.

BEGINNING with the first of next month the St. Louis Merchants Exchange will have control of the weighing of grain in E. St. Louis, and henceforth more dependence can be placed upon all weights from that market.

FIVE FIRES reported in this number are supposed to have been started by sparks from passing locomotives. You can reduce this hazard by covering your elevator with iron and protecting your windows with heavy wire screen.

E. J. BASTIN has recently been imitating Geo. G. MacDonald in inducing kind hearted grain dealers of the Southwest to cash worthless checks for him. If he appears in your neighborhood, have him arrested and wire Murphy Grain Co. Kansas City.

TERMINAL, transfer, and cleaning elevators, at Minneapolis, have advanced their rates from $\frac{1}{2}$ to $\frac{3}{4}$ c per bu. for ten days' storage and transfer. An advance has been made in other markets during the past year. While the charge for the first period's storage may have been too small, the charge for succeeding periods of 10 days has not been.

ANOTHER AGENT guilt of embezzlement and arson, committed in hope of covering up the embezzlement, has come to grief in North Dakota. As the margin of profit in the grain business is reduced and every feature of the business is watched more carefully, it becomes more and more difficult to make away with another's grain without detection.

MISSOURI is considering the advisability of abolishing its Railroad and Warehouse Commission, because it has degenerated into a machine for the promotion of politics, and long since has discontinued serious consideration of any of the real problems supposed to be allotted to it. The change will be most welcome to every interested party familiar with the facts.

DELEGATES from different market centers, last night, closed another two days' session at Louisville in a vain effort to arrive at an equitable and satisfactory readjustment of milling in transit rules and privileges. So many interests are involved and such large investments will be affected by whatever is done, it is but natural that great difficulty should be experienced in revising the rules as ordered by the Interstate Commerce Commission.

WOOD pulleys can not be safely used in elevator heads. Many grain elevator fires have been traceable direct to them and recent experiments recited in our "Letters" column this number show conclusively that wood pulleys can be depended upon to start a fire. If you desire to reduce the fire hazard of your elevator displace the wood pulleys in your legs with iron pulleys.

STATE and Federal crop reports continue to be as far apart as it would seem possible, for any one making a real effort to arrive at the truth. Variations of 20 to 40% in reports are sufficient to bring the crop reporters into disrepute with the average observer. The state and government officials should stop issuing reports until they can issue guesses nearer the same figure; the wide variation makes both ridiculous.

SO MANY large elevators have been burned and torn down in the winter wheat terminals during recent years, congestion has already resulted from the large movement of new grain to central markets and a blockade may soon cause unexpected delay in the handling of grain in these centers. Naturally the available bin room will be used for storing grades of grain of which there is likely to be enough to fill the bins; hence it behooves country shippers to hold back their poor grain and place it in as good condition as possible before loading. Low grade grain arriving in terminals may be held out and kept in cars until spoiled, because the elevator man will not be disposed to set aside a bin for each of the off-grades. Smutty, damp or musty wheat is sure to be heavily discounted in every market, hence it behooves shippers to buy it right.

THE NATIONAL COUNCIL of Grain Exchanges, which will meet in New York, Sept. 12, could perform a valuable service for the grain trade if it would institute an agitation against the imperfect and unreliable crop reports now being issued by the Federal Government, which are often so widely at variance with state reports and the reports of private local bureaus as to prove beyond doubt the inaccuracy of the federal reports. The visible supply reports compiled weekly could also be greatly improved by including new storage centers. The receipts of wheat to primary markets should be extended to include important markets now omitted. The opponents of improved reports will oppose any changes because the comparative value of the old time tables will be destroyed. Information regarding present day conditions is of far more importance and value to the trade than any comparative value the information may have. Let the reports be improved.

SHIPPERS of low grade grain must expect to pay more interest and to have more shipments get hot, unless they will place their grain in prime condition before loading, and hold the poor stuff until the congested terminals get straightened out.

A TEXAS GRAIN elevator operator who had been working about a plant for 20 years was recently caught in the shafting and killed. Others will meet with the same fate until all of the set-screws are carefully covered with collars and kept covered.

MISROUTING FREIGHT by carriers, either intentionally or through error is at their own expense. Neither the courts nor the Interstate Commerce Commission is disposed to uphold them in their attempt at forcing extra charges upon shippers. The more vigilant shippers are in standing for their rights in this matter the sooner will the carriers refrain from ignoring their wishes and instructions.

SAMPLES of off-grade grain are being examined more carefully by expert buyers than the grading of the inspectors in many markets. The changes in inspectors in many of the departments seem to occur with just sufficient frequency to destroy buyers' confidence in their work. So long as politics is the controlling feature in the selection and discharge of men, uniform grading cannot long be expected.

GET FORTUNE TAYLOR the famous forecasting prognosticator, who knows everything; hence can forecast the future with perfect satisfaction to himself, so long as he can sell his forecasts to the credulous; has issued an amended prospectus of his "Speculators Guide for 1910" which is greatly at variance with a previous issue late last year. People who pay for such rot are in need of a guardian.

THE REMARKABLE CARELESSNESS of many shippers in neglecting to endorse Bs/L has been responsible for many delays in the past and will be responsible for more in future, because the railroad companies are loath to deliver property unless the bill, properly endorsed, is presented. They cannot be blamed. The lax shipper who conducts his business in any old way is the man who will suffer.

CONFIRMATIONS which include terms or conditions not specified in the bid or agreed to in the acceptance have no bearing on the transaction unless the other party to the sale and purchase thereafter agrees to the new terms and conditions. It is necessary for two parties to agree in order that a contract may be entered into and just as necessary that they shall agree on any alteration of the original contract.

FAST RUNNING by Illinois traction cars has robbed the grain trade of a number of men who stood high in the estimation of their brother dealers. It would seem a comparatively easy matter for the electric lines to place gongs at crossings to announce the approach of a car, and thus give travelers a timely warning.

AN IOWA elevator agent who disappeared late last month with \$2,000 of his company's funds, has been arrested, as are most offenders of this character. His position is gone, his future is blasted, and his chance of obtaining a new position of trust small. The average agent's salary is not large, still if he desires to make any permanent advance, he must apply himself to his duties and serve his employer faithfully.

DO YOU keep your books in your elevator at night? If so, have you ever considered the inconvenience, the cost and the embarrassment their burning would cost you? A good safe, well anchored and on a firm foundation will protect your books from fire and you will not be expected to pay for 19 loads when only 11 were delivered. It will also help you prove your loss to the satisfaction of insurance adjusters.

LEAKY CAR reports are being received in numbers which should convince everyone that the carriers are not providing good cars for the transportation of grain. Shippers at many stations have already been complaining of their inability to obtain cars within a reasonable time, and as usual they resign their business to the fates and entrust their golden grain to old worn-out cars which are unfit for the transportation of anything but logs. Insist upon having good cars, but if a poor car is loaded, have station agent note condition on B/L. The evidence will help in collecting for losses.

GASOLINE TANKS should never be placed in an elevator unless it is the earnest desire of the owner to be blown to Kingdom Come. A leak is sure to permit the air becoming laden with fumes which may be ignited before their discovery by the elevator operator. Tanks should be at least 15 ft. from the elevator and under ground. The surplus tank should not be nearer than 50 ft. Several times during recent years we have published notices of grain dealers looking for a leak in his tank with a lantern or a match. He found it, and the remnants were placed in a box. Even tho you do not meet with disaster as the result of placing a gasoline tank in your plant, you must pay dearly for the privilege, as the insurance companies now charge 15 cents a hundred penalty. So that no grain dealer who desires to realize a profit from his business can afford to store his gasoline within the danger line.

CAR PULLER ROPES have been responsible for the death of many elevator employes, and recently a shovel rope has attempted to hang a shovel operator in an elevator at Kansas City. Men working with these ropes seem to overlook the danger lurking in every coil, when the other end is being wound around the power driven drum. The average operator cannot be cautioned too frequently to keep out of the loops.

IF ANY railroad is continuing the penurious practice of refusing to furnish grain car doors to country shippers, we would be pleased to know of it. Most of the western roads have been driven to perform this simple duty, and there is no reason why any railroad should refuse or neglect to furnish the proper equipment of cars for transporting grain. Some railroads are playing the part of "skin flint" and allowing the shipper \$2 a car for furnishing his own grain car doors. It costs more than twice this amount to properly equip any of the large cars. Altho many investors have been at work attempting to devise a satisfactory permanent grain door, none seems yet to have been perfected.

THE SPOILS SYSTEM seems to be in good standing in the Illinois State Grain Inspection Department. An extra-track inspector has recently disclosed the fact that inspectors drawing \$150 a month were assessed \$50 and those drawing \$112.50 were assessed \$25 for the Republican state campaign fund in the fall of 1908. So long as the politicians control the grain inspection departments, the grain trade will be called upon to pay money, tho indirectly for political purposes. As elections draw near the number of political workers on the pay rolls of the State of Illinois will be greatly increased and the funds, needed to improve the service, will be diverted to political purposes, it may be necessary to increase the fees again.

GEO. S. McREYNOLDS, who by issuing storage certificates for thousands of bushels of grain going in his private elevators and neglecting to cancel them when shipped out continued in business long after he was bankrupt, was pardoned from the penitentiary yesterday, after serving 4½ years. Today the Board of Trade has voted to place the same protection about grain stored in private elevators, as the state has long placed about grain stored in public elevators. The certificates provided for in the change voted resemble the registrar's certificates which heretofore have been issued for grain stored in public elevators. The innovation will place a check upon private elevator men, who may be disposed to sell or hypothecate grain in their elevators when it has already been shipped. The vote was 361 for Mr. Merrill's proposition to 70 against it.

IN SELLING grain your track do not forget that the joy of selling at an extra quarter or eighth, never equals the disappointment of a heavy discount by reason of "low quality."

DURING the present month two disastrous fires have been traced directly to explosions of elevator dust, giving positive proof of the need for better equipment of grain elevators with dust collectors. The danger to property as well as to employes is greatly increased by permitting finely powdered vegetable matter to accumulate about the plant.

A JACKSON, MICH., hay dealer has disappeared this week presumably because he had secured over \$5,000 from Jackson State Savings Bank by means of forged Bs/L. It is too bad that the railroads are not made to suffer all the losses due directly to their lax methods in giving out blank Bs/L. It is so easy to obtain money on forged Bs/L, the wonder is that more confiding bankers and receivers are not imposed upon by dishonest persons who know of the opportunity.

VELVET CHAFF may be placed in the same class with Scotch Fife and other hard spring wheats, but the spring wheat millers are determined not to accept it on purchases of No. 2 Northern. The Minnesota Warehouse Commission has always been very friendly to this large yielding variety of wheat and the quality so far marketed this season has been so good that the Commission has deemed it advisable to attempt to force it upon millers as No. 2 Northern so abolished all rules relating to Velvet Chaff. The controversy is on in earnest and the subject is being thoroly agitated among the members of the Minneapolis Chamber of Commerce in the hope that each may vote intelligently on the subject the last day of the month.

NEXT week the contest of the railroads of the country for higher rates will be opened in earnest before the Interstate Commerce Commission. The shippers naturally are opposed to any advance in rates because they feel that the carriers are not in position to ask for higher rates. It does not seem fair and reasonable that they should be granted higher rates in order that they may pay increased dividends on stock that is watered so much the wonder is that any basis for certificates is left. Through the means of subsidiary corporations such as fast freight lines, express companies, refrigerator car lines, live stock car lines, and sleeping car lines the railroads have been milked for the benefit of insiders, largely interested in the corporations feeding upon them, and even with the subsidiary corporations paying heavy dividends and occasionally cutting a large melon, some of the companies are paying 6 or 7% on stock which has been watered many times. The shippers are striving to accumulate evidence that will prove beyond all reasonable doubt and to the complete satisfaction of the Commission that the railroad companies are in no wise entitled to any advance in freight rates. To increase freight rates on grain would necessarily limit shippers to fewer markets and reduce their opportunities for selling the products of the farm advantageously. Reform of railway management and methods is more necessary to increase dividends than higher freight rates, because higher freight rates without reform would simply encourage the insiders to devise new schemes for capturing the lion's share of increased revenue.

Council of Grain Exchanges to Meet Sept. 12.

The Council of North American Grain Exchanges, which has held its several preliminary and first regular meetings at Chicago, will hold its semi-annual meeting of Sept. 12 in the New York Produce Exchange, which has tendered the use of its assembly hall and committee rooms. The first session will convene at 10:30 a. m., as provided in the by-laws. It has been supposed that the meeting would be held a week earlier, but a close reading of the by-laws discloses that the fall meeting is on the second Monday of September, while the February meeting is on the first Monday.

Pres. James Bradley of Chicago has been busily corresponding with the exchanges that hold membership with a view to arranging a suitable program. The New York Produce Exchange has suggested three topics for discussion and the St. Louis Merchants Exchange three. Other exchanges are urged to write Mr. Bradley immediately at 906 Postal Telegraph bldg., Chicago, their suggestions for additions to this program:

Security of Railroad Grain Bs/L.

Intermarket Grain Contract.

Information and Recommendation Regarding Scientific Cultivation and Fertilizing of Grain Fields.

How Can Grain Exchanges Promote a Larger and Better Yield by the Introduction of Selected Seed?

A Grain Credit Ass'n.



James Bradley, Chicago, Ill.
Pres. Council of North American Grain Exchanges.

The Moulding of Public Opinion.

Chicago will be represented at the meeting by 5 delegates, including Pres. Bradley; Philadelphia by 3 delegates; and it is hoped that each market will send 2 to 5 representatives.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. M. & St. P. 63606 set on switch at Plain City, O., Aug. 23, leaking oats badly; end torn loose above drawbar, causing great loss of grain; can not be repaired with grain in car.—C. C. Tagert.

C. & N. W. 112788 came into Milroy, Minn., Aug. 22, leaking wheat on the side. I drove in two nails and stopped the leak.—Theo. Larson, agt. Springfield Milling Co.

C. I. L. 9996 passed thru Winchester, Ind., about Aug. 22, going east, leaking wheat badly on one side.—Goodrich Bros. Hay & Grain Co.

Big Four 14245 passed thru Winchester, Ind., Aug. 19, going east, leaking oats badly at one side of car.—Goodrich Bros. Hay & Grain Co.

R. I. 20256 passed thru Pana, Ill., leaking oats at south door on or about Aug. 18.—James F. Umpleby.

C. O. & G. 27334 passed thru Sulphur Springs, Ia., Aug. 17, leaking oats at draw bar—good white oats.—Ed. Daniels, Jr.

P. & L. E. 30125 passed thru Winchester, Ind., Aug. 13, going east, leaking oats badly on south side. No car door on south side.—Goodrich Bros. Hay & Grain Co.

C. & N. W. 76534 passed thru Modale, Ia., Aug. 11, leaking wheat at side door.—W. M. Sharpnack, agt. Updike Grain Co.

Mo. Pac. 30358 passed thru Howé, Tex., south bound, Aug. 11, leaking corn at west door.—The Howe Grain & Merc. Co.

Q. O. & K. C. 2126 passed thru Odell, Neb., Aug. 10, going east leaking wheat in a stream at south side of car. Train did not stop.—A. O. Burket, Mgr. Odell Farmers Eltr. Co.

L. S. & M. S. 65505 passed thru Derby, Ill., Aug. 10, eastbound on L. E. & W. leaking oats at small grain door on north side.—C. L. Wood & Co., Gibson City, Ill.

L. V. 82085 was leaking badly at Odell, Ill., Aug. 9; whole side practically loose at bottom.—J. C. Tobey, mgr. Odell Grain & Coal Co.

P. R. R. 86685 passed thru Vinton, Ia., Aug. 6, loaded with grain with both side doors wide open.—G. H. Bickel.

Big Four 44164, loaded with yellow corn, passed thru Winchester, Ind., Aug. 6, going east, leaking badly at the right hand door. It might have been leaking on the other side also.—Goodrich Bros. Hay & Grain Co.

A. T. 24581 on an extra freight stopped over night between Aug. 4 and 5 at Great Bend, Kan., leaking wheat at end under the bumpers. About a gallon had leaked out here.—Fred J. Smith, mgr. Dundee Farmers Grain & Supply Co.

M. & O. 40657 passed thru Lizton, Ind., Aug. 3, eastbound on the Big 4, loaded with corn and leaking badly at door and side of car.—Wall Bros.

I. C. 46546 was leaking yellow corn where side sheathing was pushed loose at bottom; in yards at Cherokee, Ia., Aug. 2.—J. J. Mathews.

C. R. I. & P. 55485 on Ex. 2002 passed thru Bunham sta., Greensburg p. o., Kan., going east Aug. 2, leaking at sides badly.—S. L. Gamble, agt. O'Neil, Kauffman & Pettit Grain Co.

Northern 47582 passed thru Bunham sta., Greensburg p. o., Kan., Aug. 1, eastbound, leaking very badly at dray head and corner.—S. L. Gamble, agt. O'Neil, Kauffman & Pettit.

I. C. 39886 passed thru Colfax, Ill., Aug. 1, going south, leaking yellow corn. Tried to repair while switching but did not have enough time.—John R. Williams.

C. & E. I. 54 passed thru Sidell, Ill., northbound, July 27, leaking white corn near end of car.—Sidell Grain & Eltr. Co.

C. R. I. & P. 36431 passed thru Jefferson, Okla., July 26, going east, leaking wheat badly at end of car. Stuffed leak with rags.—James McIntyre.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

RAILROADS SHUD BE REQUIRED TO REPORT LEAKS.

Grain Dealers Journal: In your Journal of July 10th, we noted under head of "Leaking in Transit," I. C. 36080 came in to El Paso, Ill., June 15th, leaking yellow corn, the party reporting this, thinking about 600 bu. had leaked out. Sill on the east side had bursted. Car billed to New Orleans and was transferred there, reported by F. J. Koerner, Mngr., El Paso Eltr. Co.

The contents of this car come to our Plant in I. C. 37970 and was unloaded July 1st. This car was also in bad order, grain doors bulged out and losing grain on one side.

What we question is the right of the Railroad Co. to deliver this car to us without furnishing us with the same advice that your Journal did, that is, that part of the contents had leaked out in transit, but it reported nothing, and while, it is a fact we could have accounted for part of the shortage, as the car that came to our plant was leaking, had the car been in perfect order, we never would have been able to account for the shortage that occurred before the car was transferred at El Paso, Ill., had it not been for the advice in your Journal.

We contend that the Railroad Co. should be compelled either to notify consignor or consignee when cars leak in transit and that this advice should be part of the billing and be furnished consignee at the time he is advised of the arrival of the car. Do you not think we are right?

We unloaded a few days ago A. B. & A. 16429, no sign of leak on the outside, altho at one end the siding was loose, the steam shoveler noticed that the oats had been shoveled from one end nearly to the bottom of the car and piled at the other end nearly to the roof, he also notice new boards nailed on the bottom and end of the car inside. On further investigation it was found there was a hole in the bottom of the car and that these boards had recently been nailed on to stop a leak. We had the Railroad Car Inspector examine same and he agreed with us. Now, why were we not notified by the Railroad Co. so as we could make our claim? Have they any right knowingly to lose grain in transit and not replace it, any more than they have the right to lose a package in transit and not replace it?

We certainly think that this matter should be agitated through the Grain Exchanges of the country, and that it should be laid before the Interstate Commerce Commission compelling Railroad Companies, as stated above, to notify all parties concerned, when they discover leaks, and where they do not do so and it can be proved that they did not do so, that they be fined double the value of the actual amount of grain lost. The amount of grain lost should be determined by comparing consignor's and consignee's weights.

Furthermore we think, that the Interstate Commerce Commission should compel the Railroad Companies to furnish the parties interested with an affidavit from every conductor, who has handled the car in question certifying as to whether or not the car leaked while in his train. This information should be furnished party asking for same, who is interested and finds a shortage that cannot be accounted for.

As the matter stands now, the Railroad Co. refuses to entertain claims for shortage, even when the car clearly showed that it had recently been repaired, new nails being driven in the siding and patches nailed on apparently while car was in transit to stop leaks. It is very clear to see that nails have been driven only recently, but they turn such claims down, and in some cases even where it is shown that their Inspectors have seen cars leaking, they refuse to entertain same. It is not exaggeration to say that two-thirds of the cars that are loaded with grain should never have been loaded.—Yours truly, B. F. Glover & Son Com. Co. F. P. Futvoye, Gen. Mngr., New Orleans, La.

E. J. BASTIN'S CHECKS RETURNED MARKED "NO FUNDS."

Grain Dealers Journal: In your July 25th number, page 126, appeared an item regarding E. J. Bastin. When the writer (Murphy) was on a trip with the Kansas City Commercial Club last May this young man introduced himself at Clinton, Okla., and advised that he had been connected with the Drummond M. & E. Co. and expected to locate at Clinton.

On July 20th he wired us from Afton, Okla., asking for bid on some oats. We called him by 'phone and it resulted in his selling us some oats and stated that he would be in Kansas City in a couple of days on his way to Denver, where he was going to settle up his father's estate. He stated that the oats were coming in there rapidly and that he then had two cars ready to ship. He appeared in Kansas City about two days afterwards and stated that the oats would all be shipped within contract time and that part of them were ready to be shipped when he left. When here he stated that his partner was looking after the shipping of the oats. He also stated that he was going to run a little short of funds and asked us to cash a check for him, which we did for \$25.

In the natural course of events the check was returned with the notation that there were no funds. When the check came back unpaid, we wired to know when the oats would be shipped, as we had received no notice of shipment on them. Our telegram was returned, saying that the party had left town. We then wrote to the postmaster, asking if our letters had been delivered, and our letters were returned with the notation that the party was not known there. He represented to us that he had formed a partnership with another party and bot out the mill and elevator there, capitalized at \$50,000.

About the time we noticed the article in your Journal we wrote to Denver to see if we could locate the young man. We have a letter from a party there to the effect that the father died about two years ago; that they had heard the son was a rascal; that they had heard of his operations in several places and that he tried to get the Bemis Omaha Bag Co. to cash a check for him at one time.

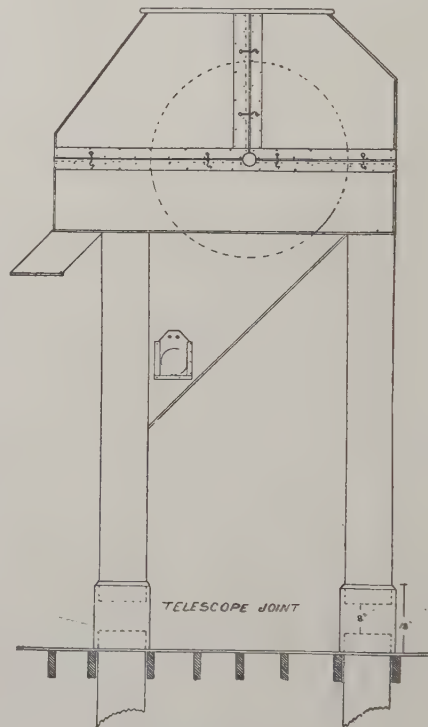
We then wrote to the Rea-Reed Milling Co. of Tulsa, asking if E. J. Bastin had been their head miller and have their reply to the effect that he never was in their employ as a miller, but worked one week, leaving town with an unpaid board bill.

We have recently heard of two parties at Hobart, Okla., who had cashed worthless checks for him there before he worked us.—Yours very truly, Murphy Grain Co., Kansas City, Mo.

THE WOOD PULLEY AS A FIRE HAZARD.

Grain Dealers Journal: Will a wood pulley in an elevator head set the belt afire when the elevator becomes choked? It will.

We have seen it, not once, but many times, and it never fails to produce fire unless the belt breaks before the point of



Proper Construction of Elevator Head with Iron Pulley.

ignition is reached. Every experienced insurance man knows from sad experience that fires are sometimes started in this way. Yet some millers and grain dealers still claim that a choke-up in an elevator equipped with a wood pulley at the head will not produce fire, and in proof of their position point to wood pulleys which have been used safely in elevator heads for years.

In order to remove the question forever from debatable ground and to substitute definite knowledge for indefinite guesses and endless arguments, we recently conducted a series of experiments in which the actual conditions of a mill or elevator choke-up were faithfully reproduced. The experiments were conducted under the direction of F. J. Postel & Co., consulting engineers, Chicago, Ill.; Mr. William Reed of Oxford, Mich., well known in the milling fraternity of Michigan and other states as an experienced and competent miller, and L. H. Baker, asst. secy. of this company.

The experiments proved conclusively that when a choke-up occurs the friction of a wood pulley on a canvas or rubber belt will produce actual fire (not merely

excessive heat and smoke) in from 6½ to 20 minutes, depending principally on the kind of belt used, the size of the pulley, and the height of the elevator. The only cases in which fire did not result were as we stated above, where the belt broke before the burning point was reached.

Similar tests in which iron pulleys were used demonstrated with equal clearness that they will not produce fire in case of choke-up.

Details of the tests are on file in our office and may be examined by all who wish.—Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

IS 100-LB. DOCKAGE STILL IN COURT?

Grain Dealers Journal: Kansas City receivers claim that the right to dock shipments to that market 100 lbs. per car is still in the courts, and that no refund will be made until the case has been finally settled by the Supreme Court. Is it true that the question is still in the courts?—W. B. Essick, mgr., Co-operative Grain Ass'n., Manley, Neb.

WHAT ARE THE NEW KANSAS GRADES?

Grain Dealers Journal: I would like to know what are the new Kansas grades that took effect Aug. 1.—Paul Martin, Dorrance, Kan.

Ans.: A copy of the new rules for grading grain as adopted by the State Board of Grain Grading Commissioners may be obtained of the commission at Topeka, Kan., or by writing to the chief state grain inspector, D. R. Gorden, at Kansas City, Kan.

CARRIER RESPONSIBLE FOR MISROUTING.

Grain Dealers Journal: We have a claim against the railroads for misrouting a shipment and would like to have the names of parties to cases before the Interstate Commission where the railroad was held responsible for the misrouting, which we believe were published recently in the Grain Dealers Journal.—Pitt Bros. Co., Baltimore, Md.

Ans.: The Interstate Commerce Commission has held the carrier to strict accountability for failure to follow shippers' directions, or for routing by a more expensive line than the lowest route when shipper gave no instructions. A recent case in which the Commission held the railroad responsible is Alpha Portland Cement Co. v. D. L. & W. R. R.; and in the case of the Duluth and Iron Range and Omaha roads the Commission decided that the road failing to ask for instructions and assuming to route must accept the liability for increased charges. The superior court at Atlanta a few months ago in the case of the Southern Grain & Flour Co. against the Louisville & Nashville Railroad decided that the railroad must follow shipper's routing or lose its lien on the goods for the freight.

EXPERT WANTED TO TEST SCALES.

Grain Dealers Journal: Where can I get an expert on testing scales?—W. B. Cavanaugh, Bradford, Ill.

CAN RAILROAD RAISE RENTAL OF ELEVATOR SITE?

Grain Dealers Journal: Several years ago I paid \$1 a year rental for the acre of ground along the right of way occupied by my elevator and coal sheds. A few years ago the charge was raised to \$5, and now the company again wishes to increase the rental. Has a railroad company a right to raise the rental on shippers who furnish grain handling facilities? I have the only elevator at this station, so there can be no claim that the road is discriminating in its favor. I am on the C., B. & Q.—Illinois Shipper.

ADDRESS WANTED OF MAKER OF DISK CLEANER?

Grain Dealers Journal: I have been told by a flour salesman that his mill has a cleaning machine built on the disk principle that makes all the separations by gravity, the disk rotating at high speed and taking out all the oats, cockle and other seeds. I wish to clean the wheat fit for milling, and would like to learn thru the columns of the Journal of the address of a manufacturer of the disk cleaner or other mill which will perform the work perfectly.—J. R. Lukes, London, Minn.

Ans.: The names of manufacturers of the standard cleaning machines will be found in the advertising columns of the Grain Dealers Journal.

TERMINAL MARKET TERMS.

Grain Dealers Journal: Where can we get synopsis of the terms of the various terminal markets, at least of Detroit, Toledo, Cleveland, Buffalo, Indianapolis, New York, Philadelphia, Cincinnati, Baltimore, Louisville, and Peoria?—C. L. Wood & Co., Gibson City, Ill.

Thinking that there might be some ground for differences of opinions as to what constitutes terminal market terms, we asked the opinions of track buyers in different markets and all seem agreed that the "market terms" include the market's official weights and grades.

The loading of cars at the time of shipment is generally covered specifically in the bid, offer or acceptance and in reality has no bearing on what is justly included in the word "terms."

If any hold opinions at variance with the following, we would like to hear from them with full particulars:

Grain Dealers Journal: "Pittsburg terms" means, Pittsburg elevator weights final, and also Pittsburg inspection. Yours very truly, C. A. Foster, Pittsburg, Pa.

Grain Dealers Journal: "Toledo terms" means Toledo weights and inspection, and if the shipper accepts a bid, all he pays is the freight, inspection and weighing charges and settlement is on basis of Toledo weights and grade. Yours truly, J. F. Zahm & Co., Toledo, O.

Grain Dealers Journal: "Cincinnati terms" simply means Cincinnati weights and inspection,—the buyer to pay the cost of same.

We do not know of any other rule in any market different from this.—Yours truly, The Gale Bros. Co., Cincinnati, O.

Grain Dealers Journal: "Indianapolis terms" on grain, is generally well understood by grain dealers, and means simply that grain sold on Indianapolis terms is subject to Indianapolis official grades and weights the same as any other market.—Yours truly, Jordan & Montgomery Co., Indianapolis, Ind.

Grain Dealers Journal: "Indianapolis terms and inspection" would be, Indianapolis weights and Indianapolis grades, final.

A great deal of business is done in Indianapolis on "Indianapolis inspection, destination weights," but we would not apply the term "Indianapolis terms and inspection," to that class of business.—Yours very truly, Files-Greathouse Grain Co., Indianapolis, Ind.

Grain Dealers Journal: Our understanding is that prices we make in the country on "Louisville terms" means mainly, Louisville weights and inspection, and also the other contract terms of the market. Our classification sheet shows what is defined in Louisville as a standard car load of grain and also what is defined as time of shipment. Our confirmation slip which we send out on our purchases, includes the following essential conditions, which we understand are the Louisville terms:

Cars in all cases to be loaded according to the minimum weight requirements of the railroads over which the grain is shipped, and in purchases of single car lots the entire contents of car will be entered at contract price irrespective of number of bushels.

PLEASE NOTE CONDITIONS BELOW:
When no time of shipment is stated, 10 days is understood.

In case of delay in shipping after specified time, it is optional with us whether contract is to be cancelled or not.

Off grades (if merchantable grain) will be applied on contract at market difference at time of arrival.

1,000 bushels constitute car corn, rye or wheat. 1,500 bushels constitute car oats.

Yours very truly, A. Brandeis, Louisville, Ky.

Reparation Allowed.

The following refunds have been authorized by the Interstate Commerce Commission: \$40.90 to Real & Evans, of Grafton, Neb., from the C. B. & Q. R. R. on three cars of corn shipped from Grafton to St. Francis, Kan.; \$89.40 to Pendleton Grain Co., of St. Louis, from the Southern Ry. Co. for overcharge on five cars of bulk wheat from East St. Louis, Ill., to Lexington, Marshall, Clyde, Asheboro and Greensboro, N. C.; \$12 to Bartlett Commission Co., of St. Louis, from the Sou. Ry. Co., for overcharge on car of oats, in sacks, from St. Louis, Mo., to Sumter, S. C.; \$9.60 to Bartlett Commission Co., of St. Louis, from the Sou. Ry. Co., for overcharge on car of oats in sacks, from St. Louis to Easley, S. C.; \$18 to Cottingham Grain Co. from Sou. Ry. Co. for overcharge on car of bulk wheat, from St. Louis to Dilsboro, N. C.; \$22.32 to J. H. & J. Koch from Bess. & L. E. R. R. for overcharge on a car of bulk wheat from Grove City, Pa., to Buena Vista, Va.; \$50.50 to John A. Miller from P. & R. Ry. Co. for overcharge on car of bulk wheat from Greythorne, Pa., to Chilhowie, Va.

On account of expense incurred in attaching grain doors to cars to ship corn from Chicago, Ill., to Owensboro, Ky., Sept. 10, 1908, the Interstate Commerce Commission has authorized the refunding of \$2 from the Ill. Cent. R. R. Co. to Frank Marshall, of Chicago.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ottawa, Ont.—The census and statistics office of Canada reports conditions Aug. 1, as follows: In Ontario and Quebec the maritime provinces show excellent crops, balance part good and part poor, according to severity of drouth. Ontario wheat and barley condition 85, oats 67. Maritime provinces, wheat and barley 96, oats 99. Northwest provinces of Canada, wheat 82, oats 59, barley 64. Total fall wheat crop of Canada 18,750,000 bu. at 26 bu. per acre against last year 16,095,000 bu. with yield of 24.8.

ILLINOIS.

Exline, Ill., Aug. 19.—Oats running 40 bus. per acre; wheat, 25. Corn in first-class condition; prospect of 50 bus. per acre.—A. C. Hodge.

Rossville, Ill., Aug. 19.—One field of 640 acres raised 40,100 bus. of oats or 62½ bus. per acre.—Geo. A. Plummer, with E. W. Wagner & Co.

Bristol, Ill., Aug. 18.—About two-thirds of the oats crop in this vicinity is threshed and the yield is beyond previous expectations of the farmers. The oats are of excellent quality and yield from 50 to 70 bus. per acre. Wheat yields from 30 to 35 bus. per acre.—Elliott & Ebrecht.

Joliet, Ill., Aug. 19.—Oats average 35 to 40 bus. per acre, of good quality; wheat of good quality, 20 to 25 bus. per acre. Lack of rain will cause only two-thirds of an average corn crop, not that unless we have a late fall. In consequence a large acreage of wheat will be sown. Farmers who never raised wheat before are now buying seed wheat. Hay a short crop, pastures burned up.—H. T. Truby.

Springfield, Ill.—A bulletin issued by the state board of agriculture estimates the total acreage of corn in Illinois at 8,823,992 acres, a decrease of 464,565 acres compared with last year. Condition Aug. 1, 85%. Wheat acreage, 1,272,628 acres; average yield, 16 bu. per acre; quality good. Oats acreage, 2,993,957 acres; average yield, 36 bu. Corn reported as needing rain badly in northern Illinois. Bureau, La Salle, Peoria, and Menard counties report firing. Chinch bugs reported from Bond, Clinton, Fayette, Hamilton, Marion, St. Clair, and Washington counties.

INDIANA.

Kentland, Ind., Aug. 10.—The farmers are not selling their oats at present prices, they believe in higher prices. Need frost to hold off till Oct. for late planted corn.—Wm. Simons, secy-treas., Sawers Grain Co.

Indianapolis, Ind., Aug. 23.—From indications throuout the eastern and northern part of Indiana the acreage planted to wheat will be largely in excess of the past year. Recent rains have made plowing successful and plowing began earlier than usual.—F.

Montmorenci, Ind., Aug. 18.—Oats threshed about 42 bus. per acre, all of good quality, the best for a number of years. About all the old corn is out of the county; but we are having local showers, and if it doesn't grow too big and we escape early frosts we surely will have some corn.—Edward Taylor.

IOWA.

Battle Creek, Ia., Aug. 9.—Corn crop needs rain.—O. O. Spotts.

Onawa, Ia., Aug. 9.—Good crop of small grains.—Fred Marquis, Mgr. Farmers Elev. Co.

Onawa, Ia., Aug. 9.—Corn prospects good; 20% of old corn in farmers' hands.—John Loomis, Agt. Trans.-Miss. Grain Co.

Modale, Ia., Aug. 10.—Oats an average crop. Fine crop of wheat on short acreage, good weight and quality.—W. M. Sharpnack, Agt. Updike Grain Co.

Mapleton, Ia., Aug. 9.—Oats yield 40 to 50 bu. to the acre, test 33 lbs., quality excellent. Wheat and barley crops good, fine quality and weight.—Peter Lamp.

Modale, Ia., Aug. 10.—Will have 50% of a corn crop with rain soon, acreage 20% larger than last year, 20% of old corn in farmers' hands.—L. G. Kelly, Agt. Nye-Schneider-Fowler Co.

Mondamin, Ia., Aug. 10.—Corn looks good; prospects are better than at this time last year, 12 cars of old corn in farmers' hands.—C. A. Wills, Agt. Updike Grain Co.

California, Ia., Aug. 10.—Corn in fair condition, needs rain. Wheat is fine and yielding 20 bus. to acre, good weight and quality.—J. M. Dick, Mgr. California Grn. & Lbr. Co.

Mondamin, Ia., Aug. 10.—Oats yielding 30 to 40 bus. per acre, test 30 lbs., good quality. Fine quality of wheat, average yield, test 60 lbs.—J. E. Moore, Agt. Trans.-Miss. Grain Co.

Castana, Ia., Aug. 9.—Corn prospects good, but need rain, 10% larger acreage than last year. Will have good average crop of small grains of best quality.—G. H. Leuter, Agt. Trans.-Miss. Grain Co.

Mapleton, Ia., Aug. 9.—Corn crop is damaged some, and needs rain, shows signs of firing in some places. About 35 cars of old corn in farmers' hands to be shipped.—C. W. Baker, Mgr. C. P. Downing & Co.

Battle Creek, Ia., Aug. 9.—Best oats crop we have had in 9 years, larger acreage than last year, yielding 30 to 50 bus. per acre; test 33 to 37 lbs., fine quality. Barley will make good crop, yielding 30 to 50 bus. per acre.—J. B. Brown, Agt. Trans.-Miss. Grain Co.

New Hartford, Ia., July 26.—Corn on black soil looks good, and with rain soon will make an average crop, but on sandy soil is damaged 50%. Oats of excellent quality. Shipped out the first car of new oats yesterday. Will have good crop of barley; acreage 33% larger than last year.—W. C. Cuning, sec'y N. H. Grn. Co.

Boyden, Ia., Aug. 18.—We had a rainfall of 8½ inches during the night of Aug. 14 and one of 2½ inches the next night. No threshing will be done this week. Crops are the best here this season since 1895. Wheat is yielding 30 to 40 bus. per acre; oats, 50 to 75; barley, 35 to 50. Corn is the best it ever was at this time of the year. Very little shock threshing is being done, stacking mostly.—W. R. Smith, Smith & Betts.

Des Moines, Ia., Aug. 5.—The yield of winter wheat was 20 bus. in the north section of the state, 25 in the central and 22 in the south, of spring wheat 18, 20 and 20 bus. The yield of oats was 37, 40 and 35 bus. in the north, central and southern section of the state; of barley, 32, 28 and 30 bus. The growth condition of new corn compared with last year is 105 in the north, and 100 in the central and south sections of the state.—Geo. A. Wells, sec'y Western Grain Dealers Ass'n.

KANSAS.

Great Bend, Kan., Aug. 20.—Wheat is averaging better than the farmers anticipated, from 20 to 35 bus. per acre, and is of the best quality.—L. J. Degarmo, agt. Wolf Mlg. Co.

MINNESOTA.

Eden Prairie, Minn., Aug. 22.—Oats have made a poor yield, from 5 to 20 bus. per acre; wheat, 5 to 30 bus.; rye, 10 to 20.—F. F. Miller.

MISSOURI.

Drexel, Mo.—A good rain here Aug. 8-9 helped the corn and the pastures. The drouth damaged the early corn 50%, but the late corn suffered very little.—Harvey Reed.

Taylor, Mo., Aug. 18.—Corn in the river counties is looking fine. Wheat is damaged to a certain extent, and is light in weight and yield. Oats are yielding well and are of good quality.—J. A. Dearing.

Purdy, Mo., Aug. 20.—Wheat is good this season, averaging about 14 bu. per acre in the county. Continuing wet weather makes much of the wheat too wet to buy, but we look for better conditions this week when stack threshing commences. Farmers are holding for higher prices.—W. J. Lough.

Peculiar, Mo., Aug. 9.—Dry, hot weather has damaged corn 25%. In the last two days, however, we have had 3 ins. of rain which relieves the drouth and which should make fall pasturage fine. Farmers will begin plowing for wheat and an average acreage will be sown.—J. H. Brockhouse.

MONTANA.

Wibaux, Mont., Aug. 15.—The crops are fine in this section. Have had good rains in the past week.—H. B. Hansen.

Benchland, Mont., Aug. 12.—Turkey hard wheat in this part of the Judith basin will average 25 bus. per acre. Scotch fire will average about twelve bus.—H. S. Crawford, Mgr. Benchland Farmers Eltr. Co.

NEBRASKA.

Amherst, Neb., Aug. 17.—All crops here are fairly good.—D. Wort.

Seward, Neb., Aug. 23.—Will sow fall wheat about Sept. 15.—Nelson & Imig.

Seward, Neb., Aug. 22.—Will probably have 50% of a corn crop.—P. W. Bek, agt. Updike Grain Co.

Tamora, Neb., Aug. 22.—Wheat average about 22 bus., test 62 lbs. Farmers selling freely.—L. W. Heal.

York, Neb., Aug. 20.—Will have about 50% of a corn crop.—L. Ingrey, secy. Van Wickie Grn. & Lbr. Co.

Berwyn, Neb., Aug. 10.—Crops are pretty well dried out here. Corn is almost a failure.—Miller & Wirt.

Utica, Neb., Aug. 22.—Corn will average about 25 bus.; 15% of the old corn in farmers' hands.—Geo. F. Hurlburt.

Eldorado, Neb., Aug. 19.—Corn will average about 25 bus. per acre.—John Crane, mgr. Eldorado Grain & Lbr. Co.

Arlington, Neb., Aug. 11.—About 75% of a wheat crop, quality can't be beat, yielding 15 to 22 bus. to the acre.—R. E. Roberts.

York, Neb., Aug. 20.—Wheat is fully as good as last year, good quality and weight; 20 bus. per acre.—J. B. Foster Grain Co.

Seward, Neb., Aug. 22.—Wheat averaging 16 to 18 bus. per acre, test 62 lbs., good quality.—W. E. Harrison, G. J. Harrison & Son.

Berwyn, Neb., Aug. 19.—Small acreage of good quality wheat. Only ¼ of a crop of oats. Corn is damaged probably 70%.—Miller & Wirt.

Superior, Neb., Aug. 19.—Heavy rains during the past two weeks have insured a large crop of corn in this territory.—Elliott & Meyers.

Rogers, Neb., Aug. 12.—May get 50% of a crop of corn, 15% larger acreage than last year.—L. C. Gerriets, Agt. T. B. Hord Grain Co.

Tamora, Neb., Aug. 22.—Corn will make about 50%, 15% of the old corn in farmers' hands.—J. B. Hamilton, Agt. Nebraska-Iowa Grain Co.

Harvard, Neb., Aug. 19.—Corn will make 60% of a crop, acreage is 5% larger than last year.—Fred Kockrow, Mgr. Harvard Grn. & L. S. Co.

Grand Island, Neb., Aug. 18.—Prospect for corn is fair, good half crop, 15% of the old corn in farmers' hands.—L. A. Zuehlke, Agt. T. B. Hord Grain Co.

Columbus, Neb., Aug. 13.—Quality of wheat and oats was never better, large yield. Wheat acreage is some less than last year.—G. A. Schroeder.

Geneva, Neb., Aug. 18.—The wheat average was about 15 bus. per acre in this territory. The rains on the 16th did much to help the corn.—I. N. Trask.

Hordville, Neb.—Wheat is moving very slowly as the farmers are binning. Corn will make 20 bus. per acre. A third of a crop of oats.—H. G. Carpenter.

Guide Rock, Neb., Aug. 20.—We had a large oats crop, a fair wheat crop, and have prospects for the largest corn crop for several years.—McCallum & Crary.

Eldorado, Neb., Aug. 19.—We had a fine wheat crop this year, yield 23 bus. Will sow fall wheat about Sept. 10.—Chas. Scherwitz, agt. Trans.-Miss. Grain Co.

Hallam, Neb., Aug. 20.—A big rain lately has put the ground in fine condition for wheat sowing next fall. Corn will make two-thirds of a normal crop.—Wm. Burk & Co.

Davenport, Neb., Aug. 20.—Have ½ crop of good wheat and the best crop of oats ever raised. Corn will make a good crop. A large acreage of wheat this fall.—A. D. Skinner.

Utica, Neb., Aug. 22.—Had a good average wheat crop, test 62 lbs., yielded 18 to 22 bus. to the acre. Will sow the fall wheat about Sept. 15.—M. R. Beckord, Agt. Fritz Beckord.

Hastings, Neb., Aug. 18.—Corn looking good, acreage is the same as last year, condition of corn much better than last year, practically all the corn has been marketed.—S. J. Owens, mgr. Farmers' Grain & Supply Co.

Moorefield, Neb., Aug. 22.—Heavy rains during the past three weeks, amounting to about eight inches, have done the corn a world of good. The crop will amount to a little more than is necessary for feed. Wheat in the shock has been badly damaged by the rains. Wheat is poor both in yield and in grade.—Jas. Pearson, agt. Shannon Grain Co.

Silver Creek, Neb., Aug. 15.—Will have about 75% of a corn crop, 40% of the corn in farmers' hands.—M. Ellingson, agt. T. B. Hord Grain Co.

Hastings, Neb., Aug. 18.—Wheat crop is the best we had in many years, acreage is the same as last year.—Chas Barnes, Agt. Nye-Schneider Fowler Co.

North Bend, Neb., Aug. 12.—Good crop of small grains, large yield and fine quality, acreage of wheat is a little less than last year.—Dowling & Purcell.

Blair, Neb., Aug. 10.—About 15% of the corn is damaged, needs rain badly, 10% of old corn in farmers' hands.—J. H. Flock, mgr. Crowell Lbr. & Grain Co.

North Bend, Neb.—Corn is damaged over 50%, firing in a good many places, 10% of the old corn in farmers' hands.—C. E. Haverfield, mgr. North Bend Grain Co.

Grand Island, Neb., Aug. 18.—Wheat crop is fully as good as the average, excellent quality, practically all the old wheat has been shipped.—Oscar Wells & Co.

Harvard, Neb., Aug. 19.—Wheat good quality and weight, yielding 20 to 25 bus. to the acre. Farmers have just about finished plowing.—A. Z. Megrue, Agt. Updike Grain Co.

Clarks, Neb., Aug. 16.—Corn is damaged about 20%, increase in acreage will make up damage, 50% of the old corn in farmers' hands.—A. Masters, agt. T. B. Hord Grain Co.

Columbus, Neb., Aug. 13.—About 50% of a corn crop, acreage is larger than last year on account of so many farmers plowing up their wheat.—A. L. Rush, agt. T. B. Hord Grain Co.

Clarks, Neb., Aug. 16.—Best corn prospect in years, acreage is 20% greater than last year, 20% of the old corn in farmers' hands to be shipped.—M. Shonsey, Hord & Shonsey Cattle Co.

Schuyler, Neb., Aug. 12.—About 50% of a corn crop, acreage larger than last year. Wheat and oats are both good crops, quality and weight is of the best.—Wells, Abbott, Nieman Co.

St. Paul, Neb., Aug. 17.—Good crop of wheat, average yield is 20 bus. to the acre, test 62 and better, 20% of the old wheat in farmers' hands.—B. C. Deemer, agt. Gooch Grain Co.

Washington, Neb., Aug. 11.—Fine quality of wheat and oats, oats yielding 25 to 40 bus. and wheat 15 to 25 bus. to the acre, acreage is short.—H. Brunton, agt. Nye Schneider Fowler Co.

Silver Creek, Neb., Aug. 15.—Wheat yielding 18 bus. per acre. Average yield of oats 35 bus., test 32 lbs., quality is fine, 15% of the old wheat in farmers' hands.—Percy Reed, agt. Omaha Elevator Co.

St. Paul, Neb., Aug. 17.—Corn will make from one-half to two-thirds of a crop; 15% increase in acreage over last year, 10% of the old corn in farmers' hands.—T. E. Pope, mgr. Farmers Grain & Supply Co.

Palmer, Neb., Aug. 17.—Corn is damaged 50% and with seasonable weather we may get 50% of a crop, 15% larger acreage than last year, 15% of the old corn in farmers' hands.—J. H. Swallow, T. J. Dinsdale & Co.

Washington, Neb., Aug. 11.—Corn looking fairly well, damaged some, need rain soon to insure good crop, larger acreage than last year, 10% of the old corn in farmers' hands.—W. E. Roberts, agt. R. E. Roberts.

Rogers, Neb., Aug. 12.—Good crop of small grains, oats yielding 30 to 40 bus., test 32 lbs. Wheat yield 15 to 20 bus., test 62 lbs., acreage of wheat is a little less than last year.—Wm. H. Dunn, agt. Wells-Abbott-Nieman Co.

Tremont, Neb., Aug. 11.—Nebraska will have from 50 to 75% of a corn crop, acreage larger than last year. Wheat and oats are good, large yield and fine quality, acreage is smaller than last year.—Nye-Schneider Fowler Co.

Arlington, Neb., Aug. 11.—Corn is slightly damaged caused by drouth, acreage is greater than last year on account of some wheat being plowed up, 25% of the old corn crop in farmers' hands.—H. C. Rurup, agt. Updike Grain Co.

Benton Sta., Richland P. O., Neb., Aug. 15.—Corn will make one-third of a crop, had a good rain, but came too late, acreage is 15% larger than last year, what corn we will have will be short and nubby, and can only be used for feeding. We will have to have favorable weather from now on for the corn to mature. The rain helped the plowing and pastures along and some corn on low lands.—J. J. Hanssen, mgr. Reish Bros.

Clarks, Neb., Aug. 16.—Wheat is about three-fourths of a crop, yielding from 10 to 20 bus. to the acre, testing 61 to 63 lbs., quality is extra good; 5% of the old wheat in farmers' hands.—G. A. Armstrong, mgr. Merrick Co. Farmers Co-op. Assn.

Benton Sta., Richland P. O., Neb., Aug. 15.—Quality of wheat and oats was never better, average yield of wheat 14 bus. to the acre, and of oats 35 bus. per acre, 15% of the old wheat in farmers' hands.—R. W. Monohan, agt. T. B. Hord Grain Co.

Odell, Neb., Aug. 15.—Wheat crop was good in quality but poor in quantity, making from 7 to 12 bus. per acre. The acreage was small. Oats crop is good and heavy. Not much old corn left.—A. O. Burket, mgr. Odell Farmers Eltr. Co.

Blair, Neb., Aug. 10.—Fine crops of wheat and oats; 25% larger acreage of wheat than last year, quality much better than average, yielding 20 to 45 bus. per acre, good weight; oats 20 to 60 bus.—A. C. Jones, agt. Holmquist Lumber & Grain Co.

Palmer, Neb., Aug. 17.—Wheat crop is better than expected, acreage is 10% greater than last year, average yield 27 bus. to the acre, quality is fine. Oats are of good quality and an average yield.—B. F. Colborn, mgr. Merrick Co. Farmers Co-op. Assn.

Central City, Neb., Aug. 16.—Corn will make from one-half to two-thirds of a crop, acreage somewhat larger than last year, quality of wheat and oats is excellent with a large yield, wheat acreage is less than last year.—G. P. Bissell, mgr. T. B. Hord Grain Co.

Wausa, Neb., Aug. 19.—Oats are of good quality and average 25 bus. per acre. Corn crop is two weeks late. Stand, 70%. Will not raise over 50% of a crop and there is little old corn to come to market. Hay and pastures very short.—C. J. Johnson, agt. Saunders-Westrand Co.

Duncan, Neb., Aug. 15.—Had a good shower on the 13th which was the making of the corn crop. We have the best crop of oats and wheat in three years, fine quality and weight, 25% of the old corn in farmers' hands.—D. H. Harrington, agt. T. B. Hord Grain Co.

Ellis, Neb., Aug. 20, 1910.—Our long drouth was broken by 2 inches of rain this week. The corn being clean and well cultivated after previous rain, has stood it well. We now expect about same yield as last year—about 1/2 crop.—H. E. Foster, Agt. Wright-Leet Grain Co.

Richfield, Neb., Aug. 18.—Average yield of winter and spring wheat of fine quality testing from 62 1/2 to 64 1/2 lbs. Corn will make 60% of last year's crop. A half of the old corn is still in the farmers' hands. Oats are making from 30 to 50 bus. per acre and test from 62 1/2 to 64 1/2 lbs. per bu.—G. H. Graham.

Gladstone, Neb., Aug. 19.—The recent rains have greatly benefited the corn which now promises a good half to two-thirds crop. About three-fourths of wheat still in stack; farmers unwilling to sell. The ground is in good condition for plowing and an average acreage of wheat will be sown.—O. Vanier.

Lawrence, Neb., Aug. 17.—This territory is raising the largest wheat crop in several years, with the quality never better. Owing to the favorable weather, there has been a liberal movement, but as the farmers are busy fall plowing, we do not expect this to keep up. A large yield of good quality corn.—Lawrence Mlg. & Eltr. Co.

Upland, Neb., Aug. 15.—Have had considerable rain lately and are sure of a corn crop. Wheat yielded from 20 to 30 bus. per acre, testing good but with lots of yellow berry in it. Large acreage of oats due to the winter-killed wheat. Some was cut very green on account of grasshoppers.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & Live Stock Co.

NORTH DAKOTA.

Braddock, N. D., Aug. 18.—Crops in this vicinity are very poor.—F. L. Griffiths, agt. Minn. & Western Gr. Co., South Heart, S. D.

Bismarck, N. D., Aug. 15.—Harvest is practically over in the state and threshing commenced in many places. In general the yield and quality of wheat and other grains was much better than expected. Corn will give the largest crop, with flax a close second. Late rains have greatly improved the hay and fodder conditions so that now sufficient feed for the winter is expected. Winter wheat and corn have done well this year and next year a larger acreage of each will be seen in this state.—W. C. Gilbreath, Commissioner of Agriculture.

Lonetree, N. D., Aug. 9.—Crops are very poor here this season and we will not handle one-seventh as much grain as we handled last year.—Lonetree Farmers Eltr. Co.

Benedict, N. D., Aug. 17.—Crops in this territory will not average more than 30% this year. We had a hail storm on the 15th which benefited the flax which will be good if we do not have an early frost.—The Farmer Elevator Co., W. S. Smith, Mgr.

OHIO.

Cleveland, O., Aug. 23.—Lots of oats are coming in; they are as fine a quality as we ever saw.—Abel Bros.

Convoy, O., Aug. 23.—We are going to have a better oats crop than in years, averaging from 50 to 75 bu. per acre.—D. W. Long.

Rittman, O., Aug. 23.—Corn is not earing out well in this dry weather. Our wheat and oats are good and the hay crop was large.—H. P. Sigler.

West Salem, O., Aug. 23.—Our wheat is splendid and the oats made about an average crop. If we do not have rain the corn will not be a half crop.—W. S. Zehner.

OKLAHOMA.

Wagoner, Okla., Aug. 22.—Our oats crop was heavy and we have a good prospect for a large corn crop.—F. B. Gilbert Grain Co.

Oklahoma City, Okla., Aug. 12.—Recent rains thruout the state will help the late corn and will help the farmers in getting the ground ready for fall sowing. The damaged corn crop, we believe will result in one of the largest acreages of fall sown wheat in the history of Oklahoma. Reports show that at least 40% of the wheat has left the farmers' hands.—C. F. Prouty, sec'y Oklahoma Grain Dealers Assn.

Oklahoma City, Okla., Aug. 19.—Reports received indicate that at least Western Oklahoma dealers will be receivers instead of shippers during the coming year. Reports from Eastern Oklahoma are too meager to compile but indicate better condition than Western Oklahoma; 40% of wheat crop has left hands of farmers. The following are a few of the reports received: In Blaine County at Watonga they claim only 25% damage and that more corn will be raised than last year acct. of larger acreage. Canadian County reports an average damage of 75%; Comanche County, 60%; Cleveland County, 75%; Ellis County, 75%; Hastings, Waurika and Ryan, 90% over entire counties; Muskogee County, 25%; Okmulgee County, 15%; Woods County, practically a failure with damage of 90%.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

PENNSYLVANIA.

Pittsburg, Pa., Aug. 23.—Pennsylvania oats crop is as good as it has been in ten years. Hay crop is good, but corn is practically a failure.—W. C. Hodill.

SOUTH DAKOTA.

Athol, S. D., Aug. 15.—Crops here are very light, wheat averaging only 6 bus. per acre. Oats, barley and flax average only four bus. per acre.—E. J. Matteson.

Presho, S. D.—We had a splendid rain here recently which will make the corn fine. The wheat crop is about the same as last year but the crop of oats is poor.—W. P. Ladd.

White Rock, S. D., Aug. 10.—The crops in Roberts county are good and we would have received as much grain this year as we did last year, had it not been damaged by hail.—T. Erickson.

TENNESSEE.

Nashville, Tenn., Aug. 22.—Reports from crops over Tennessee are at present encouraging. Recent rains have materially benefited crops in general. The acreage of corn is heavy and the yield will be good.—S.

TEXAS.

Van Alstyne, Texas, Aug. 11.—Corn in this section is good. We are having slow rains this week, which will be of great benefit to the crops.—The Grayson Mill & Grain Co.

Ft. Worth, Tex., Aug. 15.—The weather has been unfavorable in most parts of the state recently and I believe that Texas will make 125,000,000 bus. of corn.—G. J. Gibbs, sec'y Texas Grain Dealers Assn.

Belton, Tex., Aug. 20.—Weather is drier here than for several years. Wheat and oats saved in excellent condition. Late corn is seriously injured; early corn is being gathered. We shipped first car of the season, corn in the ear, Aug. 18. It was dry enough to shell.—E. R. Everett.

Hay Dealers at Cedar Point.

Cedar Point on Lake Erie, the scene of the seventeenth annual convention of the National Hay Ass'n, welcomed the members and their ladies with the same cordial greeting as in the past. The Cedar Point management appreciated the honor and pleasure of entertaining the hay men upon this the third time the association has met at the Lake Erie resort and the very atmosphere seemed to be charged with a welcome to all.

Cedar Point, O., Aug. 23.—Because of the late arrival of the delegations from the Eastern states and because of the ardor with which delegates renewed old friendships and formed new ones in the lobby of the Breakers Hotel, Pres. H. W. Robinson was unable to call the 17th Annual Convention of the National Hay Ass'n to order until 11:35 a. m.

After the invocation Pres. Robinson announced that because of the strike at Columbus, Gov. Harmon would be unable to be present.

Hon. W. E. Glerin then welcomed the visitors and Mr. Chas. England of Baltimore, ex-pres. of the Ass'n, responded.

The reading of the minutes of the 1909 convention was dispensed with.

Pres. Robinson read the report of the President.

The President spoke upon rates, weighing systems and business methods of the hay trade.

Mr. Robinson said that there never was a time that Boards of Trade, Chambers of Commerce and Exchanges sought for and practiced business integrity more rigidly than at present. He severely criticised the method of weighing at N. Y. City and commended the system practiced in Boston.

Committees were appointed as follows:

Nominations: M. Neizer, Ft. Wayne, Ind.; E. W. Bertholf, Jersey City, N. J.; Geo. F. Blakeslee, Chicago; H. H. Driggs, Toledo, O.; C. J. Austin and J. W. Beatty, N. Y. City; E. A. Clutter, Los Angeles, Cal.

Auditing: C. A. Coleman, Savannah, N. Y.; R. E. Austin, Pittsburg, Pa.; J. L. Wood, Boston, Mass.

Resolutions: H. S. Grimes, Portsmouth, O.; Egil Steen, Baltimore, O.; H. H. Deam, Bluffton, Ind.; D. G. Wright, Weedsport, N. Y.; T. A. Jennings, Lynchburg, Va.

Credentials: B. A. Dean, Auburn, N. Y.; J. V. Ferguson, New Orleans, La.; Henry Bernader, Rhode Island, O.

Adjourned for dinner.

WEDNESDAY'S MEETING.

Cedar Point, O., Aug. 24.—Meeting called at 10:20.

Jas. Gregg of Atlanta, read report of Vice-Presidents.

Pres. Robinson suggested that because of the heat delegates remove their coats.

J. V. Taylor read sec'y's report showing a decrease in membership and an increase in finances, due to the increased dues. Membership of 888.

Committee on credentials read list of delegates from various exchanges.

Egil Steen read a very interesting and able report on legislation.

H. W. Kress read report of Committee on Standard Bales.

Mr. Dewey presented a resolution which was referred to a committee consisting of Jos. Gregg, J. A. A. Geidel, Dan Lees, Chas. H. Springer.

C. A. Coleman read report of Auditing Committee.

Adjourned for dinner.

AFTERNOON SESSION.

Chas. S. Bash, Ft. Wayne, read report of transportation comite.

Mr. Bash said that the hay rate question was assuming more importance every day.

Mr. J. P. Goodrich followed with his speech, for which he was tendered a vote of thanks and appointed one of a comite, together with Mr. Bash and J. W. McCord.

Mr. Coleman read report of Comite on Statistics.

CONVENTION NOTES.

Rundell & Co. distributed serviceable paper clips.

Abel Bros. of Cleveland passed out lead pencils.

Baltimore had black and yellow ribbon and appropriate badges.

Dark skies and sultry weather failed to effect the spirits of the crowd.

Model Mfg. Co., Celina, O., passed out hand mirrors with compliments.

E. B. Dusenbery, of New York, passed out note book in red leather cover.

A pretty tray was given to delegates with compliments of Howard S. Ricker-son.

Aluminum thermometers distributed by Clarence A. Euler & Co., registered the temperature at 98°.

Columbus, O., handed out a celluloid button with one ribbon for each firm, each of a different color.

New York state has an unusual hay crop. I look for a reaction in price in Baltimore.—Samuel C. Wilson.

Sixteen came from New York in a special car, arrived Tuesday forenoon; 22 in all from New York City.

I think we are going to have a break in hay inside of two weeks.—J. Walter Passmore, Passmore & Co., Nottingham, Pa.

Oats have got to go up seems to be the opinion of all; and they will stock up and hold all they can.—J. Connolly, of Carscallen & Cassidy.

Euchre by ladies, Wednesday at 1:30, per program; a musicale afterwards and then punch was served from 3:30 to 5:30 to the men members.

I am going to buy Canada hay at \$18.40. They are asking \$20.50 and \$21 in western New York state.—Wm. Griffin, Fall River, Mass.

St. Louis passed out boxes of safety matches with Publicity Buro emblem and "SAFETY, St. Louis stands for a square deal," printed on cover.

Farmers are holding for higher prices. Lighter crop of timothy than usual; lots of clover and clover mixed hay.—Frank J. Tobin, J. W. Marks Co., Jackson, Mich.

A celluloid case in the form of an envelope and containing court plaster was given out by S. G. Fairbanks & Co. On the outside was printed, "You stick to me and I'll stick to you."

Connecticut has a big hay crop, the barns are filled and in stack. One farmer raised four times as much as ever before.—Chas. L. Slocum, The F. C. Daniels Grain Co., Hartford, Conn.

A complete record of the proceedings of the Ass'n's meetings since its organization, bound in one volume, was presented to the Ass'n by J. A. A. Geidel with the compliments of D. G. Stewart and Geidel.

Members and their relatives and friends were taken on a two hours' lake excursion Tuesday afternoon at 2:55 on the steamer A. Wehrle, Jr. Beer was served to the men and punch to the ladies; with ham and cheese sandwiches. The cigars were passed around. Music on harp and violin and by a young lady singer.

Identification badges consisted of a diamond-shaped paper tag; "17th Annual Convention National Hay Ass'n, Cedar Point, O., Aug. 23-24-25, 1910" printed on, with pin of regular emblem. Registration was done by card—name, firm represented, etc. The ladies were given the diamond-shaped paper badge and a hat pin with emblem of ass'n. Pin was stuck in hat in regular way and badge hung appended.



Hotel Breakers and Bathing Beach.

The Pittsburg delegation came in private parlor car; arrived Monday evening 25 strong. They wore white duck caps with "PITTSBURG" in gold, which they also distributed to other delegates. Gold and black streamer with bronze badge, sky-line view of Pittsburg and another of the old blockhouse attached thereto.

B. A. Dean, of Auburn, N. Y., was elected pres.; Joe. Gregg of Atlanta, Ga., first vice-pres.; J. Ray Fangboner of Fremont, O., second vice-pres.; J. Vining Taylor, of Winchester, Ind., sec'y-treas.; directors: H. W. Robinson, Green Spring, O.; Chas. Dickson, Egil Steen, Baltimore, Md.; Chas. W. Berthol, Jersey City and Chas. J. Austin of New York City.

By a vote of 42 to 36, after a lively discussion, a resolution proposed by J. W. Dewey to establish hay inspection under the auspices of the Ass'n was defeated. It was proposed that the board of directors employ a chief inspector who should select assistants and deputies, to be under bond; such inspection to be established where 90 per cent of the fees will pay the expense, non-member of the Ass'n paying 25c extra per car.

TO PROMOTE GOOD FELLOWSHIP: You should cultivate devotion to rule and order; and indulgence for the faults of others, founded on the better

knowledge of your own. You should avoid ambiguity; violation of trust; ingenious duplicity; prolonged struggles against the inevitable; nursing a grudge; multiplying abuses to feed hate; regarding your own case as of peculiar and incurable aggravation; the loss of courage; and the abuse of power. You should make reparation for wrongs; and restitution in full. You should learn to shift and adjust; to eliminate class distinction; to know the extent of your abilities; to look upon your own misfortunes as you would look upon the misfortunes of others; and to bring your acts in subjection to yourself instead of yourself in bondage to your acts.—Jno. F. Courcier, Sec'y Grain Dealers Nat'l Ass'n.

Elevator of Improved Design.

In designing the new elevator of the Farmers Elevator Co. at Barnard, N. D., the builders made the house rat-proof and provided a low driveway. These advantages were made possible by laying reinforced concrete under the entire building, including the scales, and by having an overhead drive from engine room to elevator.

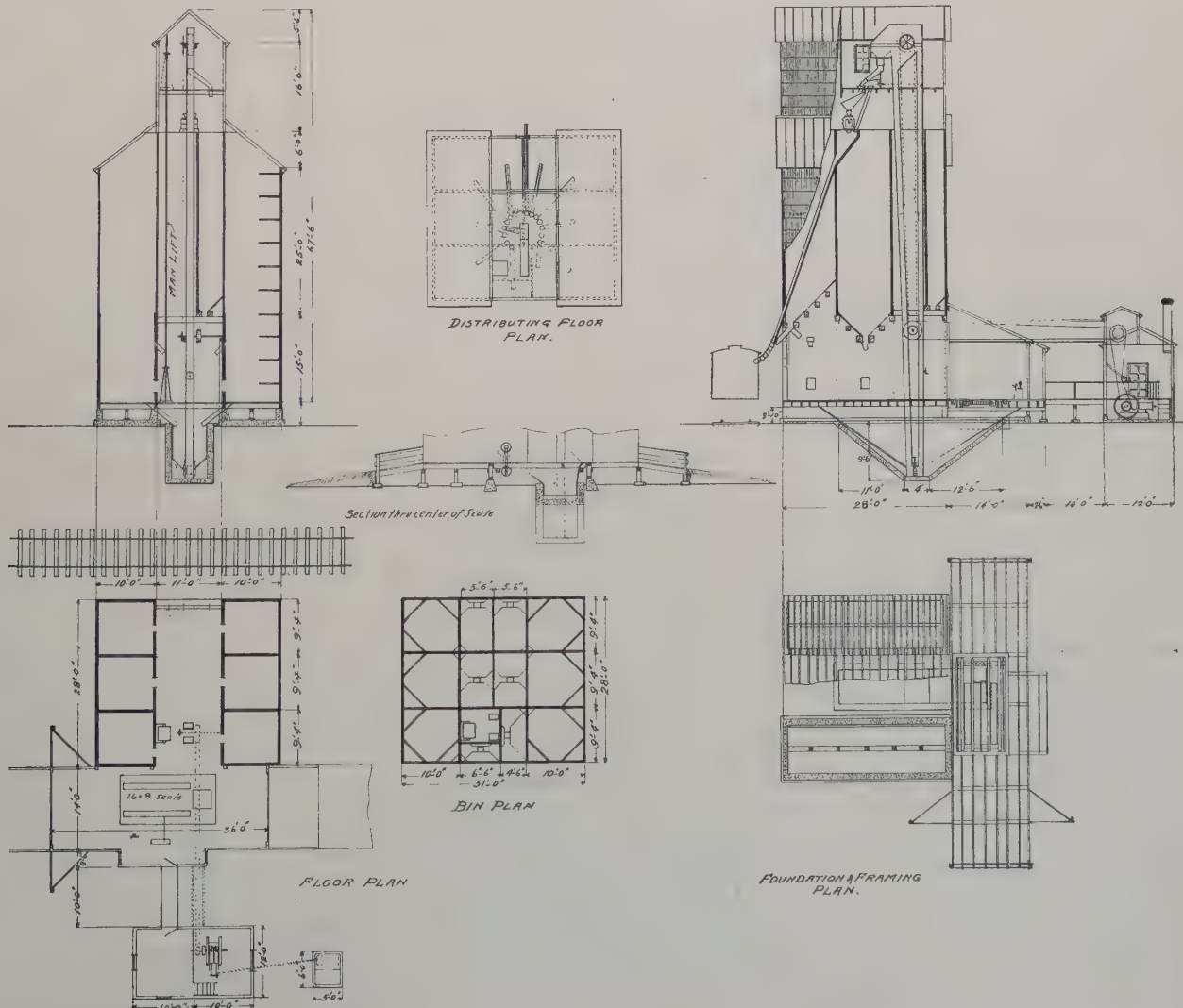
The building is 28x31, 40 ft. to eaves and the 12 bins have a capacity of 25,000 bus. Detached 10 ft. is the 12x20 office and engine room, making it a standard elevator entitled to lowest rate of insur-

ance. Roof, siding and cribbing are covered with No. 27 galvanized iron.

The equipment includes 1 stand of elevators, wagon dump with 8x10 scale, Richardson Automatic Scale in cupola, Invincible Combined Cleaner, manlift, grain distributor and gasoline engine.

As shown in the plans reproduced herewith the wagon dump sink has a concrete floor and the boot pit is of concrete. The longitudinal cross section herewith shows the method of driving the leg. A pulley on the engine shaft drives a countershaft above, from which speed is again reduced by horizontal belt drive to a shaft under the ceiling of the main floor, and the drive from the line shaft to the head shaft is a steel roller chain, which is noiseless. This overhead drive prevents dust being carried into the engine room and gives an opportunity to put in larger pits with a low driveway. The plant was designed and erected by L. O. Hickok & Son.

Arbitration, Trade Rules, Increased Membership, Federal Inspection, Transportation, Bill of Lading, Demurrage, Natural Shrinkage, Better Telephone and Telegraph Service, Better Crop Reports, and Uniform Grades, are some of the important subjects that will come up for discussion at the Annual Meeting of the Grain Dealers Nat'l Ass'n in Chicago, October 10, 11 and 12.—John F. Courcier, Sec'y.



Plans of New Elevator of Farmers Elevator Co. at Barnard, N. D.

Sacked Corn in Stock Car at Owner's Risk.

On the ground that the shipper acquiesced in loading sacked corn into a stock car the Kansas City Court of Appeals recently reversed the decision of the Circuit Court of Jackson County, which had given plaintiff judgment against the railroad company for damage in transit amounting to \$110.

W. S. Nicholson bot shelled corn of the Ernst-Davis Grain Co. at Kansas City in car No. 49307 and ordered the car to McNulty's warehouse. The corn was weighed there by W. E. Hales, deputy weighmaster of the Board of Trade, and sacked by McNulty in the car where the corn was left. Before the railroad agent signed the B/L Nicholson's representative called at his office and asked if the car would run thru to Mobile. The agent stated that it would and called his attention to the fact that the corn was in a stock car. The B/L contained a clause "Owner's risk of damage on account of being loaded in stock car."

On arrival at destination the corn was found damaged, not having been sufficiently protected while in transit. The consignee paid for the corn and plaintiff brought suit as assignee. The judgment against carrier was afterward reversed by the Court of Appeals in the following decision by Judge Broadbent:

The plaintiffs rely upon the common-law rule that it was the duty of the carrier to have furnished a safe means, such as a box car, for the shipment of the corn, and that, having failed to comply with the law, it is liable for the damages resulting from its failure of duty in that respect. While defendant admits the rule, it insists that it does not govern this case, for the reason that plaintiffs are estopped from claiming its benefits as they, after having been informed that the corn was in a stock car for several days before the B/L was signed, had a sufficient length of time for them to have had it placed in a box car before the shipment had started for its destination if they had so desired. That their failure to request a reloading of the corn, taken in connection with the agreement in the B/L that they assumed the risk of damage on account of the corn being loaded in a stock car, amounted to a selection on their part of the character of the car in which it was to be carried is contended by defendant. The rule is stated thus: "It is the business of common carriers to have vehicles suitable for the transportation of the freight shipped, and they are responsible for losses occurring in consequence of defects in this regard. But the carrier is the judge of the sufficiency of his carriages in the first instance." *Sloan v. R. R. Co.*, 58 Mo. 220. "A contract, though signed by the shipper, agreeing to release the carrier, will not exonerate him from resulting damages, or from his implied duty to furnish suitable means to safely transact his business." *Potts v. Ry. Co.*, 17 Mo. App. 394.

A law writer says, in reference to exceptions to the rule we have been discussing, that "The rule holding railroad carriers bound to furnish cars adapted to the goods they undertake to transport does not apply where the shipper, with means and opportunities of knowledge, voluntarily selects the car on which he desires his property transported. The carrier is not responsible in such case for damages resulting from the unsuitableness of the car." 1 Elliott on Railroads, § 1480. And the law is similarly stated in 1 Hutchinson on Carriers, § 295. This statement of the law is not in the least in conflict with the holding in *Jones v. Railway*, where the shipper inspected a car that had defects which he did not discover. We may safely conclude that, had he discovered the defects, and with that knowledge, without protest, shipped his stock therein, the court would have held that he was estopped by his acts from claiming loss by reason of such defects. In *Paddock v. Railroad*, altho plaintiff had knowledge of the defects in the car it does not appear that he had any choice in the matter, and was therefore compelled to abide by that selected by the carrier.

In a case where the shipper, after due time for deliberation, elected to ship his live stock in a box car instead of a stock car, the carrier was held not to be liable for injury to his stock by reason of injury

they suffered in consequence of not being transported in a suitable conveyance. *Huston Bros. v. R. R. Co.*, 63 Mo. App. 671. In a case where fruit was shipped in a refrigerator car without ventilation, which was injured in transportation by heat for want of ventilation, and where before transportation the shipper kept the car ventilated by keeping side doors open, but they were so constructed that they could not be kept open for transit, and were airtight when closed, and where the car was not designed to be ventilated, it was held that the carrier was not liable. *Densmore Commission Co. v. Ry. Co.*, 104 Wis. 563, 77 N. W. 904. Where the consignor was authorized to select cars for transportation of its merchandise, and where it made the selection, and damage resulted to the articles shipped by reason of the unsuitableness of the car, it is held that the carrier is not liable. *Frolick Glass Co. v. Ry. Co.*, 138 Mich. 116, 110 Am. St. Rep. 310.

It is clear from the authorities, and it could not well be otherwise, that when a shipper is afforded the opportunity to select the vehicle in which to transport his goods, and he makes such selection with knowledge of its defects, and injury results therefrom, the carrier is not liable. Therefore under the application of this rule the plaintiff was not entitled to recover. The car containing corn was transferred to defendant railroad at Olathe and carried thence to Kansas City, and by order of the owners delivered to the plaintiffs. Plaintiffs, with knowledge that it was loaded in a stock car, caused the corn to be sacked without removing it, and redelivered it so loaded to the defendant for transportation, with the stipulation in the B/L mentioned, thus in the most unmistakable manner indicating to the defendant that they desired the corn to be transported in the stock car.—*Nicholson v. St. Louis & S. F. R. Co.* 124 S. W. 573.

McKenna and Rodgers in the Shipping Business.

McKenna & Rodgers, grain commission merchants of Chicago, have embarked in the shipping business by taking over the Stege Elevator at Matteson, Ill., formerly operated by E. W. Wagner & Co., who have given up their shipping business.

Edward P. McKenna is well qualified to conduct this branch of the grain business, having gained his experience in the shipping department of Bartlett, Frazier & Co., with whom he began as messenger boy and continued for 10 years with rapid promotion until he went with W. H. Lake. For three years he has been with his present firm in partnership with



Edw. P. McKenna, Chicago, Ill.

John A. Rodgers. A portrait of Mr. McKenna is reproduced in the engraving herewith.

In the shipping business the firm will specialize in corn and oats, this department being directly in charge of Mr. McKenna, assisted by J. D. Stacy.

Better Corn Cribs Needed.

BY UNCLE PEDRO.

In traveling the western country and seeing the millions of feet of lumber going to waste in the form of corn cribs beside elevators, we are constrained to stop and wonder Why is it that grain dealers build cribs in such a hap-hazard way? Thousands of cribs are built without any foundation, or maybe a few bricks laid on the ground, without mortar. In about one or two years they are squeezed into the ground and the sills are on the ground. Rats and other rodents soon fill the space under the floor with dirt and consequently the joists and floor are soon rotted out.

The floors are usually made of unmatched lumber and several dollars' worth of corn is lost through the cracks each season. Remember it don't take much corn for a dollar these times, when the price is around 50 cts. The roof is usually made of rough boards nailed on, high at one side, simply sticking right up in the air to catch the first wind storm that comes along, and away they go all over the country. In a very few years the whole structure is a wreck or ready to fall down. It will cost more to build a substantial crib, but it will have permanent value.

I have often thought of how it would do to make a cement floor. It would cost a little more than lumber, but the rats would not be able to cut through that. Here is the idea: Suppose you want a crib 10x40 and put in a solid cement foundation of not very rich cement, probably 6 inches above the level of the ground. Let it set for a few days until it is hard; then set the frame boards in 6 inches all the way around if you are going to use 2x6 for studding, then put on another layer of cement inside of this frame about 5 or 6 inches thick, nicely smoothed off on top, as that is the real floor for the corn to lie on. But while we are putting in this last 5 or 6 inches of cement, we must lay threaded rods cross ways about every two feet, and about half way from the first cement to the top. The rods must be about 1½ ft. long. Let this last coat of cement harden with the rods in it to stay. Now we lay a 1x6 on the first coat of cement around the jog; we set the studding on that and build right on up the same as in any crib. Then we put a 2x6 along on the outside of the studding at the bottom with holes to admit the ends of the rods and by screwing these rods up in good shape, your crib will never spread, and it is also firmly fastened to the foundation. Your floor is a solid cement floor through which no grain can leak. The little 6-in. spaces between the studding can be filled in with a 6-in. board on the level with the top of the cement.

We most emphatically advise building two cribs at a time with a drive way between and connect the cribs with a roof and upper tie joist. Build them substantial.

Recent government reports declare that the Japanese rice crop has been damaged by floods to the extent of \$4,500,000.

Trading In Futures.

BY FRED KING.

Speculation is the dynamo of the business world. Lazy dollars, like lazy livers, need a tonic. Ambitious money stimulates trade. Everybody speculates. It is so from the cradle to the grave. Who does not try to guess the future? Farmers, millers, dealers, manufacturers, jobbers and retailers all do. Some try stocks, but they are a game of freeze-out. Out-



Fred King, Toledo, O.

siders are offered seats in the Polar circle. Real estate is too long-winded. Grain is the most popular. You can close your trades any day. Only limited margin is required. All have equal chance. Supply and demand of the world make the price. Providence does the dealing.

Start right. Stop, look and listen before you indulge. Speculation is not a sure cure for poverty. Don't speculate unless you can afford to lose. Most people figure upon what they would like to make, rather than what they can separate themselves from without pain. Borrowed money is generally a hoodoo. In speculating always prepare for the worst. It occasionally happens. Don't try to trade every day. Wait for a golden opportunity. Accept fair profits, don't be a hog. Don't let a good profit run into a loss. The unexpected happens frequently. Limit your losses. Better be a live coward than a dead hero. Select your broker with care. Get wise before you invest.

Don't be localizer. Off with your specs, on with your field glasses. Behold outside world. Your county is but a fly-speck on the grain map of the globe. United States raises only fifth of the wheat, quarter of the oats, eighth of the barley, two per cent. of the rye, tenth of the potatoes, and one per cent. of world's rice crop. In corn and cotton we lead, producing three-fourths of all. United States and Russia are the largest exporters, but Argentina is nearly as important in both wheat and corn. United Kingdom is largest and most patient buyer. Wheat is raised almost everywhere. Some country is harvesting every month. World's wheat crop is smaller than last year's bumper yield. Our prospect is for average, but less than big crop of 1909. Wheat generally feels ex-

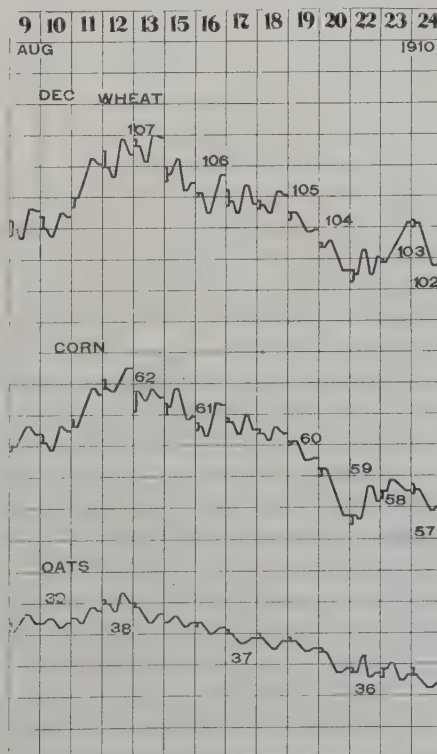
port value, but may not so much this season. Domestic conditions generally make corn and oat prices. Oat crop is record-breaker. Corn promises as well but may have further trouble. Farmers may continue dictators, as majority do not need the money. Watch pit conditions as well as the crops. Be broad.

Grain and Clover Seed futures are merely contracts to be fulfilled in the future. There is a time-limit on the bears. They must deliver, or cover in the open market during the month specified unless they do before. Bulls can carry as long as they please. If they wait until the month of delivery specified arrives, the grain will be delivered. They can then carry as cash grain, subject to storage, insurance and interest as long as they please. Only a small margin is required. We furnish the capital to pay for the grain. Both bulls and bears can close their trades any day they please. Three-quarters of all speculators are bulls. That is why advancing markets are the most popular. Premiums on futures are now greater than usual. They are a percentage in favor of the bears, and help millers and dealers who hedge against their stocks. Write if you do not understand hedging. Many do not. Be your own doctor. Feel your own pulse and find out whether you are a bull or bear.

The American Farm Products Co. went into receivers' hands, Aug. 8. The petition alleges that it has a large bonded indebtedness of several hundreds of thousands of dollars with accrued interest of \$48,000 and other liabilities of \$80,000; assets, \$300,000. The company was organized in 1905 with a capital of \$17,000,000 but was afterwards reorganized and its capital reduced to \$3,500,000.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Aug. 25, are given on the chart herewith:



Grain Trade News.

[Continued from Page 263.]

Crabtree, (Garfield p. o.), Wash.—Crabtree & Co. are erecting a large warehouse.

Ellensburg, Wash.—The Ellensburg Ice & Cold Storage Co. is building a large grain warehouse.

WISCONSIN.

Colfax, Wis.—T. E. Thompson has bought the old Northern Grain Co.'s eltr. from J. A. Freestone, who has purchased J. D. Burns' eltr.

Walworth, Wis.—It is announced that the Milwaukee Eltr. Co. will rebuild its eltr. at Walworth, Wis., destroyed by fire some weeks ago.

Augusta, Wis.—Chas. Dusenberry, representing the Cargill Eltr. Co. has been here arranging for the construction of an eltr. for his company at this point.

Superior, Wis.—The Globe Eltr. was recently slightly damaged by fire. It originated in the dust room and was caused by a spark from the smoke stack.

MILWAUKEE LETTER.

A membership in the Chamber of Commerce is now held at \$250.

William A. Hottensen has joined the commission firm of W. M. Bell & Co.

Newly elected members of the Chamber of Commerce are: Martin Stephenson, Browndale, Minn.; C. E. Merhorn, Duluth, and C. B. Phillips, Chicago.

Directors of the Chamber of Commerce are preparing new application blanks which provide for the filing of more complete information concerning applicants for membership.

The board of directors of the Chamber of Commerce has added the National Eltr. of Chicago to the list of eltrs. whose receipts are deliverable on contract in the Milwaukee market for futures in wheat, corn and oats.

A membership committee, which is found in most boards of trade, has been created at the Milwaukee Chamber of Commerce. The committee is a sub-committee of the board of directors, and will investigate applications for membership. Its present members are P. P. Donahue, Clark Fagg and E. H. Dammun.

The millers have petitioned for a new trial of the bleached flour case. Pending adjudication millers must cease bleaching or be prosecuted for each shipment, was the decision at a conference Aug. 1 between officials of the departments of Agriculture and Justice. The government's Board of Experts shud be consulted.

C. H. Dearmont of Mound City has threatened to sue the National Corn Ass'n. for damages for the loss of one kernel of corn which was to have been one of the smallest exhibits of the National Corn Exposition, held here Jan. 30 to Feb. 11. The kernel was of the double germ variety and was mailed to the sec'y of the Ass'n., G. H. Stevenson, who received it in good shape. During the confusion of preparing the big show, however, the kernel was misplaced and has not been found. Persons interested in last year's show at Omaha say that double-germ kernels are common and of little value, altho it is generally agreed that the species is rare.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—I will spend a two-months' vacation at Solon Springs, Wis.—Elmo Marsh, Marsh Commission Co.

Berryville, Ark.—The new 26,000-bu. storage eltr. of the Berryville Mlg. Co. has been put into operation and is getting in wheat at 90c. per bu.

CALIFORNIA.

Arlington sta., Riverside p. o., Cal.—J. E. Winship is preparing to build a grain store house and mill, 40x200 ft., and install a mill to roll barley.

Ordway sta, El Casco p. o., Cal.—H. C. Tiedemann is completing a warehouse addition to his eltr. The building, 84x26 ft. has an office in one end and a potato cellar underneath.

San Francisco, Cal.—M. Grunauer, dealer in hay and grain, has been admitted to membership in the Merchants' Exchange to succeed J. H. Bennett; and Sigmund Schwabacher of the Stockton Mlg. Co., to succeed A. Schwabacher.

Oakland, Cal.—L. C. Sheldon, wholesale dealer in grain and hay, has bought the retail business of W. Sagehorn. For months past there has been sharp competition between Scott, Magner & Miller and the Sheldon firm to obtain control of the wholesale trade in this vicinity.

CANADA.

Carman, Man.—Of the 85 shares represented at a recent meeting of stockholders of the Carman Farmers Eltr. Co., 81 votes were cast in favor of the sale of the 60,000-bu. eltr. to the Manitoba Eltr. Commission. The eltr. was erected in 1891 at a cost of \$17,000.

Winnipeg, Man.—The government has decided to buy thru arbitration all eltrs. offered to the commission and has appointed F. G. Simpson to represent the Manitoba Eltr. Commission in these negotiations. In each case the owners choose a man, and a third arbitrator will be selected by him and Mr. Simpson when necessary.

Kenora, Ont.—The new 40,000-bu. eltr. of J. T. Brett was made ready for operation in 23 days from the time construction started, July 13, and this time would have been lessened had it not been for the delay caused by some blasting in solid granite. The main building is 38x36 ft. and 82 ft. high, covered on the outside with galvanized metal.

Lloydminster, Sask.—When Sir Wilfrid Laurier was here Aug. 8, the Saskatchewan Grain Growers Ass'n and the United Farmers Ass'n of Alberta presented a petition for a government constructed and operated eltr. on the Pacific coast. Sir Wilfrid stated that this was the first request for government eltrs. in that section as other petitions from Saskatchewan asked for government eltrs. at Port Arthur and Fort William. The rapid growth of the country indicated the need of outlets on the Pacific for the grain trade and, if in no other way than by government ownership, he was prepared to adopt it.

Winnipeg, Man.—The Winnipeg Grain Exchange reports the visible supply of grain in Canada for the week beginning Aug. 22 as 2,711,000 bus. of wheat, 6,648,000 of oats, and 628,000 bus. of barley; compared with 824,000 bus. of wheat, 1,499,000 of oats and 137,000 bus. of barley for the corresponding week of last year.

Brandon, Man.—At a recent meeting of the Manitoba Grain Growers Ass'n the president, D. W. McCuaig, and George H. Malcolm both resigned; Pres. McCuaig, because his work on the Manitoba Eltr. Commission was too heavy to permit him doing well with both, and Mr. Malcolm because he does not believe a member of the legislature should be a director of the G. G. A. R. C. Henders of Culross, formerly vice pres., becomes pres. Mr. Burdett of Foxwarren was elected director to succeed Mr. Malcolm.

IDAHO.

Wallace, Ida.—Conor & Fisher have succeeded Smith & Conor in the grain, hay and feed business.

Moscow, Ida.—The Moscow Union Warehouse Co., a farmers' organization, incorporated to acquire the eltrs., mills and warehouses necessary to handle farm products; capital stock, \$10,000; incorporators, John L. Naylor, A. S. Lyon, Frank W. Gano and six others.

ILLINOIS.

Mt. Carmel, Ill.—The Mt. Carmel Eltr. Co. is receiving grain in its new eltr.

Villa Grove, Ill.—T. D. Hanson has purchased a Western Gyating Cleaner.

Galva, Ill.—The Galva Farmers Eltr. Co. has bought a 2,500-bu. National Automatic Scale.

Gibson City, Ill.—The Drummer Grain Co. has installed a 2,500-bu. National Automatic Scale.

Cooper, Ill.—H. Lesch & Co. will install two Hall Signaling Grain Distributors in their eltr.

Beardstown, Ill.—Shultz, Baujan & Co. are having their 50,000-bu. eltr. erected by the Burrell Eng. & Const. Co.

Charleston, Ill.—The eltr. and warehouses of G. B. & C. M. Griffin have been improved by a new coat of paint.

Swan Creek, Ill.—Stice & Sand have bought the eltr. here from the estate of S. A. Hendee.—L. E. B., Bushnell, Ill.

Kincaid sta., Taylorville p. o., Ill.—Twist Bros. have bought machinery from Union Iron Works for their remodeled house.

Granville, Ill.—Harry E. Surface is having a 15,000-bu. eltr. built by the Burrell Eng. & Const. Co. to replace that burned July 9.

Illiopolis, Ill.—We will continue the business in the same manner as before the death of N. A. Mansfield—Mansfield-Ford Grain Co.

Craig, Ill.—The Leich Grain & Implement Co. has bought the stock of feed and grain from the Eagle Mercantile Co. and has leased its eltr.

Pearl, Ill.—If granted the lease of a site by the C. & A. Ry. Co. I contemplate extension of business and improvement of eltr.—A. M. Applegate.

Bushnell, Ill.—The four eltrs. of the late Stephen A. Hendee have all been disposed of. George L. Long has bought the one here.—L. E. Brewbaker.

Pearl City, Ill.—The Pearl City Grain Co. incorporated by J. H. and Henry Graham and Herman Bokhof, to deal in grain, coal and lumber; capital, \$4,000.

Jacksonville, Ill.—I contemplate erecting a grain plant at this point, suited for supplying, caring for and grinding feed for stock.—A. M. Applegate, Pearl, Ill.

Lockport, Ill.—The oat and corn mill of the Northern Ill. Cereal Co., formerly owned by Norton & Co., has been put into operation after extensive alterations.

Cairo, Ill.—Prompt action extinguished a blaze that started at night recently in the engine room of Redman, Magee & Co. and set the roof afire; damage small.

Springfield, Ill.—James E. Bennett & Co. have taken over the grain business of James L. Brainerd and will handle cash grain and orders for future delivery.

Urbana, Ill.—William Watts and J. M. Mullin took control, Aug. 6, of the eltr. A. L. Coan recently purchased from S. W. Love and placed W. A. Mullin in charge.

Woodland, Ill.—Sparks from a passing locomotive fired the eltr. of Cavitt Bros. shortly after noon, Aug. 11. Prompt action extinguished the blaze with small damage.

Seymour, Ill.—James Karr has succeeded Johnston & Karr. Their partnership was dissolved Aug. 4. Mr. Johnston had been a member of the firm nearly 25 years.

Benton, Ill.—Benton Peerless Mills incorporated, to deal in grain and general merchandise; incorporators, T. K. Ford, W. W. McCreery and Robert R. Ward; capital, \$20,000.

Kaneville, Ill.—Kaneville Grain & Supply Co. incorporated to deal in grain and farm machinery; capital, \$15,000; incorporators, E. D. Spencer, B. H. Humiston and Frank W. Ravlin.

Camp Grove, Ill.—The C. & N. W. R. Co. has granted a site for the eltr. the farmers will erect, between the other two. Plans have been submitted to the committee and construction will be started soon.

Meyers sta., Green Valley p. o., Ill.—Farmers Grain Co. of Meyers Station incorporated, to deal in grain and live stock; capital stock, \$10,000; incorporators, Henry F. Wiesman, John P. Weyrich and Otto Meyer.

Yorkville, Ill.—We have ordered a Sonander Automatic Scale, a Hall Signaling Distributor, and a new long-distance phone with extra phone and signal bell in the eltr.—O. Jacobs, mgr., Farmers Eltr. Co. of Yorkville.

Roseville, Ill.—C. W. Langdon, who has had charge of the eltr. and business at this station of the late S. A. Hendee for the last 12 years, has bot the interest of the Hendee estate in the eltr. and will conduct it as before.

Decatur, Ill.—Owing to the death of J. P. Faris, killed in an auto accident, July 27, the grain brokerage firm of Faris & Cannon has been dissolved and all business will be hastily closed up. The partner, O. H. Cannon, has not yet decided what line he will follow.—O. H. C.

Waynesville, Ill.—Suit has been instituted by Braxton Marvel against G. W. Smith of Des Moines, Ia., to recover \$1,500. Some years ago the two were partners in the grain business here and gave a joint note for \$3,000, which was paid by Mr. Marvel who has made repeated efforts to locate his former partner but only learned recently of his whereabouts.

Rochester, Ill.—Fire, believed to have been caused by sparks from a B. & O. S. W. engine in the morning of Aug. 11, destroyed the eltr. of Twist Bros., which contained 13,000 bus. of wheat. Loss total, \$20,000, partly insured. Will be rebuilt at once. Cost \$10,000 when erected several years ago. Citizens formed a bucket brigade and saved the corn bins containing 40,000 bus. of oats.

McLean, Ill.—C. C. Aldrich celebrated the fiftieth anniversary of his entrance into the grain trade at this point by his retirement, Aug. 8, from the firm of C. C. Aldrich & Son, in which he has not had active interest for several years. The business is now owned and conducted by Frank W. Aldrich under the name of the Aldrich Grain Co. C. C. Aldrich will be 81 years of age next October and during his half century in the same location he earned a competence and more, the esteem of staunch friends who wish him much enjoyment in private life.

Peoria, Ill.—Receipts of grain during July included 181,061 bus. wheat, 1,070,603 bus. corn, 912,600 of oats, 26,400 of rye and 76,800 bus. barley, against 185,000 bus. wheat, 762,523 bus. corn, 411,893 of oats, 13,000 of rye and 54,000 bus. of barley received in July, 1909. Shipments included 147,000 bus. wheat, 735,830 of corn, 1,057,576 of oats, 1,100 of rye and 44,703 bus. of barley; compared with 200,379 bus. of wheat, 418,292 of corn, 399,500 of oats, 4,500 of rye and 71,714 bus. of barley shipped during July last year.—John R. Loifgren, sec'y Peoria Board of Trade.

Ashland, Ill.—The P. P. Williams Grain Co. of St. Louis filed suit, Aug. 10, in the U. S. circuit court against Edwin Beggs for the recovery of \$80,000 and to determine who is responsible for alleged speculations said to have been made by S. P. Jordan, a manager for the company, with money belonging to his employers. When accused of speculating Mr. Jordan charged his operations to Mr. Beggs who had dealings with the Williams firm in 1909 and denies that he received any report of Jordan's operations. P. P. Williams, pres. of the grain firm, came here recently and reviewed the situation with Mr. Beggs who agreed to have the suit brought to ascertain the facts.

The Northern Illinois Grain Dealers Ass'n will combine business with pleasure at the next monthly meeting, which will be held at Forest Park Sept. 10. Forest Park is a large amusement park at the terminus of the Garfield Park branch of the Metropolitan Elevated Railroad, Chicago. Last year's midsummer outing of the Ass'n was held at the same place and will be remembered with pleasure by those who participated. Dinner will be served at the Casino, followed by a brief business session, the remainder of the afternoon and evening being devoted to pleasure. Geo. D. Montelius, pres., and S. W. Strong, sec'y of the state ass'n, have signified their intention to be present. All who wish to have a good time should notify in advance Sec'y Frank Baker, 715 Postal Telegraf bldg., Chicago.

Youngstown, Ill.—Freburg & Tucker of Walnut Grove have bought the eltr. at this station from the estate of Stephen A. Hendee.—L. E. Brewbaker, Bushnell, Ill.

Streator, Ill.—Wilson B. Cummings, a grain buyer at Ransom, Ill., for 17 years, but who lived here for the last five, died Aug. 9, aged 59. He had been in wretched health for the last 12 years. He was born at Lacon, Ill. His widow and a married daughter in Boston survive him.

Milmine, Ill.—The eltr. of Samuels & East, which burned Aug. 7, contained 40,000 bus. of grain, mostly oats, including some 4,000 bus. of wheat. The building, valued at \$10,000, was insured for \$6,000; some insurance on grain. One policy applied for within 48 hours before the fire may be void.

Anchor, Ill.—The fire that destroyed the eltr. of the Anchor Farmers Eltr. Co., Aug. 4, is believed to have been caused by locomotive sparks, as it was discovered shortly after a train had passed. Books, safe and office furniture saved. Eltr. and office, a separate building, destroyed; machinery a total loss. The company carried \$12,000 insurance on buildings and machinery and enough on grain to cover that loss. The eltr. contained 3,000 bus. of corn and a quantity of oats, that smoldered for some days after the fire until an oil tank of water was shipped from Kankakee to quench the fire and a force of men came from Bloomington to load the salvage grain into cars. The eltr. was built about 10 years ago by the Burrell Eng. & Const. Co. for the Middle Division Eltr. Co. After it was bot by the Anchor Farmers Eltr. Co. it was remodeled and up-to-date machinery installed; capacity 125,000 bus. The company will rebuild at once; Jacob Martens, pres.; J. H. Nafziger, mgr.

Peoria, Ill.—Charles M. Mahoney, assistant mgr. for the National Oats Co. was killed in an eltr. Aug. 8, aged 23. On the fourth floor men were loading a heavy freight eltr. with sacks of corn to be sent to the basement. The belt leading from the dynamo to the eltr. shaft was taken off and the eltr. was to be let down gradually by hand. Mr. Mahoney realized the danger of lowering it that way and ran to the shaft and applied the safety brake. The weight of the eltr. tore the shafting from the roof. A flying fragment of iron struck him in the right temple, cutting a gash 3 inches long. He died a few minutes later. His body was taken to St. Louis for interment, where his father, sister and brother live. Mr. Mahoney was a well known grain man. He was employed by the Corno Mills Co. at East St. Louis, Ill., in 1906, and was made floor representative on the St. Louis Merchants Exchange. He was then under age, and a minor's license had to be obtained for him. Two years afterwards he was sent to the plant the Corno Mills Co. operates in Peoria to act as assistant mgr. and was admitted to membership in the Peoria Board of Trade.

CHICAGO NOTES.

H. F. Squire & Co. have succeeded Squire & Luken.

E. P. Bacon & Co. have moved to the Postal Telegraf bldg.

The Board of Trade membership certificate of the late Arthur R. Sawers has been lost. Any person having any knowledge of it is requested to communicate with the sec'y of the Board.

The directors of the Board of Trade have reiterated their ban on privilege trading.

The spread between September and May oats has increased to 5 cents per bushel, inviting purchases of the cash grain to be held in store against sales of May.

The state grain inspection department has been unable to grade the grain arriving in such unprecedented volume the past few weeks, and is days behind in issuing certificates, even working Sundays.

C. U. Snyder, who was purchasing agt. for the American Mlg. Co. for the last five years, has opened an office in the Western Union bldg. and will make a specialty of ground feeds and feeding materials.

The Armour Grain Co. recently gave up the Union Eltr. but has taken it over again and is using it as a private house. It will also use as a private house Ill. Cent. Eltr. A which it has leased; capacity, 800,000 bus.

C. W. Austin has been appointed traveling freight agent of the Erie Railroad in charge of grain traffic. Mr. Austin is well known and thoroly well posted on grain trade matters. For years he operated the Erie Transfer Eltr.

On Monday, Aug. 15, 1,103 cars of oats were received of fine quality, only a small amount No. 3, mostly No. 1 and 2. The oats really belong to the farmers, but the country eltrs. are filled to capacity and the eltr. man ships them here and buys futures, even paying a premium for the oats from the farmers.—Brennan & Carden.

The Chicago & Alton R. R. has announced that, effective Sept. 4, 1910, its proportional rates on grain to Chicago from Kansas City and St. Joseph, Mo., and Elwood, Kan., will include delivery to lake boats at Chicago, for which service an allowance of not to exceed 1/2c per bu. will be made to eltrs. performing the service.—W. M. Hopkins, mgr. transportation dept., Chicago Board of Trade.

Chairman W. N. Eckhardt of the call committee calls attention to the following ruling "Resolved, That bids by mail or wire or submitted thru agents or brokers after the closing of a regular session and before the opening of the next business day, naming a specific premium over or a discount under an active delivery for grain to arrive, is a violation of the provision of Sec. 32 of Rule iv of this Board."

The Wabash R. R. Co. has announced that effective Sept. 1, 1910, its proportional rates on bulk grain to Chicago from Kansas City and St. Joseph, Mo.; Kansas City and Elwood, Kan.; Council Bluffs, Iowa, and Omaha and South Omaha, Neb., will include delivery to lake boats at Chicago for which service an allowance of not to exceed 1/2c per bu. will be made to eltrs. performing the service.

At a joint meeting of the Illinois Civil Service Reform Ass'n and the Civil Service Reform Ass'n of Chicago, Aug. 15, resolutions were adopted calling on the state board of civil service commissioners to investigate charges that political contributions have been made by employees of the state grain inspection department, and demanding of both the leading political parties that all state employees be placed under civil service rules.

The new rule of the Board of Trade placing grain in private eltrs. in possession of a custodian has been submitted by Vice Pres. J. C. F. Merrill to a committee representing the clearing house ass'n of the Chicago banks. After careful consideration the committee, consisting of J. J. Mitchell, G. M. Reynolds, J. B. Forgan, E. A. Hamill, Orson Smith and W. T. C. Street, gave the plan unqualified endorsement.

To devise an up-to-date method of settling trades in grain and other commodities dealt in in the pits the president of the Board of Trade, A. S. White, has appointed a committee composed of S. P. Arnot, chairman, J. B. Adams, Robert McDougal, J. C. Wood and J. C. Murray. Under the present rules adopted many years ago trades made on different sides of the market do not properly offset one another, so that the commission merchant or broker is compelled to have a large capital tied up.

Hay market continues to rule quite firm on some grades of both timothy and prairie. We believe that shippers who market their hay now will fare better than those who hold on. It looks to us as if the short crop had been more than discounted with present prices and, with economical feeding which the present high prices are bound to cause, we believe more hay will be held back in the country, that will be forced on the market later and consequently considerably lower prices.—W. R. Mumford & Co.

By a note to the board of review, Aug. 10, Sec'y Geo. F. Stone succeeded in having the assessment of the Chicago Board of Trade maintained at \$6,338, the amount he had scheduled. Last year the assessment was \$29,052 and the board of review enquired what caused such a cut. Mr. Stone explained that the decline in the last three years was caused by the purchase of bonds. In 1908 the assessment was \$90,339. Before Apr. 1, 1909, the Board of Trade had bot \$35,600 worth of bonds; and by Apr. 1 last, \$59,400 worth, which reduced this year's schedule to a much lower figure.

Membership in the Board of Trade has been applied for by Anthony H. Norris, Martin G. Dehmer, Christopher Strassheim, George E. Cathcart, Harry M. Nelson and Charles R. Leamy. Transfer of membership has been applied for by J. Murdock Dennis, Sigel J. Crafts, Luther Elmer Goble, Francis J. Kennett, Jr., Bert W. Marx, Eugene R. Dibble and the estate of Henry Meyer. The directors recently admitted to membership Horace Cook, John J. Rammacher of Buffalo, Frederick H. Babcock and Chester W. Chapin. The directors bid \$2,900 for each of two memberships, Aug. 23.

The will of the late Thomas E. Wells, head of the Board of Trade firm of T. E. Wells & Co., was probated Aug. 18. It bequeaths property worth \$200,000 to the widow and the same amount to each of his six children, three sons and three daughters, with an additional \$10,000 to his unmarried daughter when she becomes 21 years of age; \$10,000 to each of his two sons-in-law; \$125 a month to his brother and the same to a sister-in-law during their lifetime; and a year's wages to each employe in the Wells employ more than a year. Mr. Wells also provided for the erection and maintenance, under the jurisdiction of the Old People's Home of Chicago, of ten cottages to be known as the "Richard Arthur Wells Memorial," to be occupied and used exclusively by aged married couples.

Chicago caller: L. M. Hunt of the L. M. Hunt Grain Co., Colorado Springs, Colo.

The Marfield-Tearse Co. will retire from the grain commission business in Chicago, Sept. 1. It is a Minnesota corporation and will continue to maintain its offices at Minneapolis and Duluth. It operates a line of about 150 country eltrs. in Minnesota, Iowa, Wisconsin and South Dakota and a large terminal eltr. at Manitowoc, Wis. The commission branch of its business will be handled by its northwestern offices. The company entered the Chicago field in February, 1906. It had several efficient men on the floor of the Board of Trade and distributed much brokerage business. F. W. Maynard handles the firm's wheat trade on 'change; John J. Smith, the trade in oats; and E. H. Noyes distributes the business in the other pits.

During the week ended Aug. 20, Chicago received 2,684,200 bus. wheat, 1,016,250 of corn, 8,289,800 of oats, 27,000 of rye and 162,000 bus. of barley; compared with 1,212,000 bus. of wheat, 1,674,450 of corn, 3,127,500 of oats, 23,000 of rye and 78,000 bus. of barley received during the corresponding week in 1909. Shipments included 1,163,300 bus. of wheat, 1,217,700 of corn, 2,147,100 of oats, 3,200 of rye and 37,200 bus. of barley; against 1,922,876 bus. of wheat, 1,485,690 of corn, 2,391,839 of oats, 4,115 of rye and 26,158 bus. of barley shipped during the same week last year. Receipts of oats during the week were the largest in years, and more than double that of last year. During the three weeks ended Aug. 20 Chicago received 31,541,000 bus. of grain compared with 18,754,000 bus. in the same period of last year. This is the largest grain movement in several years. It included 9,459,000 bus. of wheat and 17,039,000 bus. of oats.

Under the amendment to the rules of the Board of Trade adopted by vote of the members today the directors of the Board of Trade will appoint a custodian for grain in private eltrs. who will issue certificates to be used as collateral for loans or immediately taken up and cancelled if buyers pay for the grain the same day they are issued. The principle is the same as that applying to public warehouses, the certificates of which are recorded and canceled by the state grain registrar. At present grain commission merchants who sell grain to go to a private eltr. have no protection, in the event the buyer converts it to his own use without paying for it, as he can do after obtaining possession of the property. Some big losses to grain receivers have resulted from this practice. Vice Pres. J. C. F. Merrill states that the operation of the rule will be to prevent the loading out of the grain before it is paid for and converting to the buyer's use its value before it is paid for. This has been a fruitful source of loss to the receivers in instances where the grain has been so shipped and the checks given for the grain refused by the banks. Those who are accustomed to finance their business with their own means will naturally send the custodian's certificates to the custodian for cancellation immediately on paying for the grain, cancelling them the same day they are issued, thus keeping the grain in their houses free from outstanding certificates—in effect their business will proceed the same as it does now. Those who borrow will have tangible collateral in the custodian's certificates, official in their nature, behind which will be a sufficient bond.

O. W. Clapp has issued a circular letter to members in favor of erecting a new building for the Board of Trade if it could be financed without placing a mortgage on the land or furnishing any collaterals. His objections to the financial plan proposed by the building committee are the placing of an additional \$2,500,000 mortgage on the property of the Board, and that it offers less than 49 per cent in the shape of promotion fees, architect's charges, builders' profits, and a little money toward building a skyscraper. Mr. Clapp states that the proposed building will afford an exchange hall containing only 817,380 cubic feet against 1,854,720 cu. ft. in the present hall and that it will have no light on the north side. Members will vote upon the new building proposition Aug. 29.

INDIANA.

Brownsburg, Ind.—Lingeman, Adams & Co. have bot a Western Warehouse Sheller.

Ft. Wayne, Ind.—J. S. Phillips is mgr. of the office E. W. Wagner & Co. opened here recently.

Indianapolis, Ind.—The Jno. L. Green Grain Co., a former Board of Trade firm, is out of business.

Silverwood, Ind.—The American Hominy Co. has bot a 1,000-bu. National Automatic Scale for its eltr. here.

Bryant, Ind.—C. G. Egly has been elected pres. of the Bryant Grain Co.; G. W. Finney, vice pres.; Orla Beard, sec'y-treas.

Colfax, Ind.—I obtained a position with the Colfax Grain Co. thru my ad in the Grain Dealers Journal.—C. V. Ferver, formerly at Amboy, Ind.

Markle, Ind.—I have bot the eltr. of the Woodbury-Elliott Grain Co. at this station and will take possession Sept. 1.—J. F. Plice, Marion, Ind.

Smithville, Ind.—I have sold my eltr. located at Jamesburg to John G. Wikoff of Holton, Ind. He will operate it after July 1, 1911.—Thos. M. Deckard.

Montpelier, Ind.—The Montpelier Mlg. Co. has purchased an overhead wagon dump, a Western Chain Feeder and other machinery for remodeling its eltr.

Decatur, Ind.—The Bowers-Niblick Grain Co. has moved into its new office near its new eltr. Robert Case is mgr. The new eltr. has been painted a clean, light slate color.

Indianapolis, Ind.—Cary Jackson, pres. of the Hoosier Grain Co. has resigned the presidency and disposed of his interest in the firm to J. M. and P. G. Brafford.—M. T. Dillen.

Knox, Ind.—Guy M. Wells has bot the eltr. of George Ferver who succeeded C. V. Ferver, and has placed E. N. Pontius of Claypool in charge. This eltr. was owned years ago by the Churchill-White Grain Co.

Plymouth, Ind.—C. Cunningham, the grain dealer who has eltrs. at Mentone and Hamlet, Ind., has bot property here for \$3,500 and will make this his home as it is a central point from which he can manage both his eltrs.

Indianapolis, Ind.—Grain traffic into Indianapolis and for points east is very heavy. For several days, great train loads of grain have been coming into Indianapolis, keeping the inspectors busier than for any time during the past four years. Indications are that present conditions will continue for some time to come.—F.

Camden, Ind.—J. J. Reeder is one of several interested with me in a 25,000-bu. eltr. of concrete construction to be erected here by the Farmers Grain & Supply Co., ready to handle the corn crop this fall.—Willis C. McMahan, Crown Point, Ind.

Millville, Ind.—George C. Bowen has let the contract for his 12,000-bu. eltr., replacing that burned July 31, to H. C. Teeter. Equipment will include a gasoline engine, Monitor Cleaner, Western Pitless Sheller and a Richardson Automatic Scale.

Indianapolis, Ind.—We formerly conducted our business under the name of the Vawter Hay & Grain Co., but incorporated in May, 1908, under our present name. D. P. Hopkins is pres.; C. M. Vawter, vice pres.; and F. A. Vawter, sec'y-treas.—Belt, Eltr. & Feed Co.

Veedersburg, Ind.—The Farmers Mfg. & Eltr. Co. incorporated to deal in grain; directors, Walter Cook, Freeman Dice, I. W. Spencer and four others; capital stock, \$10,000. The company will start construction immediately on an up-to-date eltr. on the Clover Leaf.

Pennville, Ind.—The Pennville Eltr. Co. incorporated by Ransom Smith of Berne, pres.; Harry H. Bowen of Linn Grove, vice pres., and treas.; and Chas. E. Artman, Linn Grove, sec'y; capital stock, \$10,000. The company intends to start construction on an eltr. at this station soon.

Hazlerigg, Ind.—George Mangus and Walter Crisler have taken possession of the eltr. they purchased recently from Morrison & Finch. As Mr. Crisler lives near Hazlerigg he will have charge until his partner's term as sheriff has expired when he will share in the active management.

Vincennes, Ind.—The eltr. and mill owned and operated by Christian Hoffman & Sons burned late at night, Aug. 5; loss, \$125,000; insurance, \$75,000. The flames were discovered in the main part of the mill and spread rapidly notwithstanding 12 streams of water were played on them. At least 50,000 bus. of wheat in the eltr. were ruined.

Logansport, Ind.—On petition of Dennis Uhl, whom George R. Hoopes, owed \$300, Harry G. Reed has been appointed receiver for the wholesale grain commission business conducted by Mr. Hoopes before he was adjudged insane, Aug. 5, and taken to an asylum. In his petition Mr. Uhl alleged that Mr. Hoopes had many cars of grain on the road and was too ill both physically and mentally to look after them; and that if some one were not placed in charge not only he but all the other creditors would lose as Mr. Hoopes could be forced into insolvency. Mr. Reed's bond was fixed at \$20,000.

Logansport, Ind.—A party of agricultural experts from Purdue University left Logansport, Aug. 22, on a Pennsylvania train thoroly equipped for a fifteen days' tour, to inform wheat growers how to increase the yield of their soil from 50 to 100 per cent. The train is in charge of A. B. Graham of the College of Agriculture and is scheduled for 156 stops at points where farmers will assemble to be instructed how to select wheat varieties, cultural methods, control of plant diseases and methods of combating insect foes to wheat. The expense of this tour is being generously borne by the railroad company.—F.

IOWA.

Garner, Ia.—Ed. Wesson is the new agt. for the Reliance Eltr. Co.

Titonka, Ia.—The Iowa Grain Co. has succeeded the Clinton Grain Co.

Osceola, Ia.—Work has been completed on the eltr. for the Talbott Grain Co.

Gowrie, Ia.—The Farmers Eltr. Co. is building a 9,000-bu. addition to its eltr.

Germania, Ia.—Farmers have purchased the eltr. of E. J. Reilly and will open it soon.

Story City, Ia.—Albert Tone from Renwick is the new mgr. for the Farmers Eltr. Co.

Cora sta., Fonda p. o., Ia.—L. E. Baughman has bot the eltr. here of the Western Eltr. Co.

LeMars, Ia.—D. N. Hansen of Parker, S. Dakota, has bot the eltr. here of E. H. Heller and will operate it.

Mapleton, Ia.—C. P. Downing & Co. have purchased the eltr. of E. L. Crow & Co. C. W. Baker will manage it.

Rolfe, Ia.—The Urdike Grain Co. now runs the eltr. of the Rolfe Grain Co., and it is managed by H. A. Stelter.—J. H. Brinkman.

Somers, Ia.—E. W. Chapman has succeeded Mark Case as mgr. for the Farmers Eltr. Co. Mr. Case has taken a similar position at Manson.

Manson, Ia.—Mark Case from Somers has taken charge of the eltr. of the Farmers Eltr. Co. and will move his family here. Frank Masterson is his assistant.

Durant, Ia.—At a recent meeting of subscribers for stock in the proposed Farmers Eltr. Co. they voted to reconsider their former action for organization and to disband.

Sheldon, Ia.—Instead of building new as expected, the Farmers Eltr. Co. has bot the eltr. of the J. L. Button Eltr. Co. It took possession Aug. 15.—W. R. Smith, Smith & Betts, Boyden, Ia.

Missouri Valley, Ia.—The Missouri Valley Eltr. Co. incorporated; capital stock \$200,000 with \$150,000 paid up. N. B. Urdike is pres. C. L. Babcock is sec'y. The Mo. Val. Co. will operate the eltr. at this point.

Tingley, Ia.—O. A. Talbott & Co. have leased the eltr. of N. Heizer and have employed him to manage it. This leaves but two grain firms here, the other being the Tingley Eltr. Co., of which Gordon Garver is mgr.

Ida Grove, Ia.—In addition to other new machinery installed in the eltr. he recently purchased from the Sioux Grain Co., C. C. Crawford has put in a man-lift, a Reliance Dump Controller and a pair of wagon scales.

Gilbert Station, Ia.—I have just been elected mgr. for the Gilbert Grain Co. to succeed Chas. E. Thrasher. The new eltr., replacing that burned Mar. 30, is almost completed. It will probably be ready for business Aug. 29.—C. A. Jenks.

Montezuma, Ia.—O. C. King & Co. of Quill Lake, Canada, have purchased the stock and grain and lumber business here from T. H. Harris & Co., of which they took possession Aug. 1. The business was established in 1875. N. Mayo Harris was admitted to the firm in 1881 and John McDonald three years later. For the last eight years Mayo Harris has lived in Grinnell, but came here daily to take personal charge.

Westfield, Ia.—Farmers are considering buying an eltr. here.

Sioux City, Ia.—Grain men and members of the committee in charge of the suit against the railroads for the establishment of proportional grain tariffs to make Sioux City a terminal market, discussed the status of the case at an informal meeting at the Commercial Club, at noon, Aug. 12.

Reinbeck, Ia.—Mr. Fountain is now in charge of the eltr. the Fountain & Scandridge Co. recently bot from Mitchell & McCormack, and Mr. Scandridge will move here from Ladora, where the firm formerly dealt in lumber, as soon as he completes some contracts.—W. W. Sylvester, Ft. Dodge, Ia.

Leon, Ia.—The Talbott Grain Co. has decided to leave Leon and has sold the feed on hand. W. H. Hall, who has had charge of the company's business for some time will be transferred to Osceola to a position in the company's offices. Its property, recently purchased here, will be used for a short time for the purchase of timothy seed and after the season is over it will be sold or rented.

Ames, Ia.—Prof. P. G. Holden, the corn expert in charge of experiment work at the Iowa State College, estimates \$20,000,000 worth of damage will be done to Iowa's corn crop this year by corn root worms. Fields that earlier in the season promised a yield of 60 bus. per acre now show that they will do well to yield 15. This worm feeds on the roots of the corn, which it cuts off close to the stalk, reducing their depth in the ground to a few inches. One hill observed contained 450 worms.

Wellsburg, Ia.—Fire, discovered about 10 o'clock in the evening of Aug. 6, in the cupola of the 40,000-bu. eltr. of J. Peters & Sons, destroyed it and 6,000 or more bus. of grain. Insurance covers most of the loss. The eltr. was well equipped. No water connections reached it, so nothing could be done to save it. As it had not been operated all day, the fire is supposed to have been started by a passing train.—Ole Shurson, mgr. Farmers Co-op. Eltr. Co. About 75 gallons of gasoline in the building was removed before the fire reached it. The eltr. will be rebuilt immediately. W. W. Sylvester writes that meantime J. Peters & Son will continue to operate under lease the eltr. of Jno. T. Tjaden. Before the fire they operated both.

KANSAS.

Scott, Kan.—The 15,000-bu. eltr. for the Scott City Grain Co. has been completed.

Walker, Kan.—I represent the Wheatland Mill & Eltr. Co. at this station.—Nick Riedel.

Quenemo, Kan.—We do not expect to rebuild this year our eltr. recently burned.—Quenemo Mfg. Co.

Smolan, Kan.—The Farmers Union Co-op. Co. has gone out of business.—M. F. Leith, former agt.

Kensington, Kan.—The Farmers Grain Co. is building a 15,000-bu. eltr. and has let the contract to R. M. Van Ness.

Gorham, Kan.—John Lasure succeeded me as agt. for the Russell Mill & Eltr. Co. at this point.—Nick Riedel, Walker, Kan.

Ray, Kan.—H. N. Durant has succeeded E. W. Olson as genl. mgr. for the Farmers Co-op. Ass'n, which deals in grain and coal.

Greensburg, Kan.—The new 40,000-bu. eltr. of the Farmers Grain & Supply Co. has been opened for business with Joseph Clark mgr.

Norway, Kan.—The Farmers Grain Co. is erecting a 15,000-bu. eltr. of stud construction, iron clad. R. M. Van Ness has the contract.

Irving, Kan.—We have taken possession of the eltr. we bot, that formerly belonged to M. P. Thielen, and will add coal yards.—Blauer Grain Co.

Macksville, Kan.—Ralph Northrop has sold his interest in the eltr. to the other owner, W. T. Shute, for whom he worked five years. He will stay with it for a couple of months and then go West to engage in other business.

Topeka, Kan.—Not wishing to deprive any members of the Kansas Grain Dealers Ass'n of the privilege of recovering thru this office the value of the 100-lbs. dockage from each car on shipments to Kansas City for five years back, we have decided to extend the time of commencing suit until Sept. 15, which should give each member ample time to obtain duplicate A-S. and weight certificates misplaced or lost.—E. J. Smiley, sec'y Kan. G. D. A.

Haven, Kan.—Believing that the Farmers Eltr. Co. is about to distribute a \$2,000 dividend among certain stockholders to the exclusion of others, P. H. Valdois has filed suit in district court asking a restraining order on the ground that he is about to be deprived of his rightful share of the company's earnings. He owns three shares of stock. It is alleged that the dividend will be distributed only to those who sold grain to the company.

Salina, Kan.—George W. Reed was appointed carload weighmaster for this point, Aug. 16, by D. R. Gorden, state grain inspector. The appointment was necessary to relieve the pressure of work upon R. W. Allerton, the Salina grain inspector, who reports that the double work of weighing and inspecting has been keeping him up from 4:30 a. m. to nearly midnight for the last few weeks. Most of the work of weighing carload lots will now devolve upon Mr. Reed.

Elsmore, Kan.—Pres. R. E. Cox and Sec'y E. J. Smiley of the Kansas Grain Dealers Ass'n, together with W. M. Sloan of the Grain Dealers National Fire Ins. Co. pushed an automobile up over the Ozarks to Eureka Springs recently in the search of live fish. The water was so delicious they rushed home without baiting a hook and now use their spare moments writing testimonials to the strength of the health-giving springs. Copies free to regular shippers upon application.

Frederick, Kan.—W. S. Bean and W. J. Straley have formed a partnership under the firm name of W. J. Straley & Co. and will operate the eltr. J. W. Eckhardt purchased May 26 from C. D. Schmidt, with Mr. Straley in charge. He made a valuable acquaintance in this vicinity while agt. for the Ellsworth M. & Eltr. Co., which position he resigned a few months ago to start in business for himself at Valley Center, where he had bot an eltr., but while getting it ready for operation it burned on the night of July 4, presumably from sky rockets falling on the roof. So he has returned to try again and has purchased the eltr. of J. W. Eckhardt.

Ellsworth, Kan.—Aaron Kipp has installed a new 25-h. p. gasoline engine in his eltr., replacing steam power. Sam Groth has installed a new boiler and will overhaul the plant of S. C. Groth & Co.—S.

Valley Center, Kan.—Since the eltr. I bot of Samuel Garver burned I have sold the site with coal sheds and office to George Wetterhold, who will rebuild and operate it in connection with his alfalfa mill.—W. J. Straley.

Kansas City, Kan.—D. R. Gorden, chief of the Kansas Grain Inspection Department, with headquarters in this city, believes that with slight amendments to the grain-inspection law his department can be made self-sustaining by a fair surplus from weighing and inspection receipts during the months of the heaviest grain movement. In his report sent to the state auditor, Aug. 13, he shows that the surplus during July amounted to \$744.95, compared with a surplus of \$110.53 in July of last year under John T. White who took charge when the department was in bad condition, having been operated under John W. Radford with a deficit of \$1,831.38 during July, 1908.

Topeka, Kan.—The grain commission of Kansas, at its last meeting, held in this city July 25, adopted the following rule "All purchasers of carlot grain must accept or reject purchases within 48 hours after the original inspection is made and Kansas inspectors are forbidden to make re-inspection unless same is called for within 48 hours, except in cases where it was impossible to make an inspection of the car or cars. This rule is not to apply where there is evidence of cars being 'plugged' or otherwise improperly loaded for the purpose of deception. As far as this state is concerned, this rule will prevent purchasers of carlots of grain from obtaining re-inspection of grain on its arrival at the eltr. at the expiration of the 48 hours after the first inspection is made. A week or ten days is entirely too long a time for the shipper to be responsible for the condition of grain."—E. J. Smiley, sec'y Kan. G. D. A.

Manhattan, Kan.—L. A. Fritz of the Kansas State Agri. College, has issued this warning against "Ironclad" wheat: "For several years a variety of wheat known as 'Ironclad' has been grown in Oklahoma and in several counties on the southern border of Kansas. One inducement for growing it was the statement that it resisted attacks of the Hessian fly. Because a few seasons were favorable to soft wheat this variety gave some good yields, and increased in popularity among farmers, gradually spreading north and west into this state. Soon it began to arrive on the market in considerable quantity, and then the trouble began. It did not give satisfactory results. Flour made from it did not possess sufficient strength. Millers did not want to buy it, even at a discount, and eltrs. could not readily use it for mixing purposes because its large, long kernels could be easily detected. Ironclad is really a soft red winter wheat but when grown under the dried conditions of the hard wheat section, it takes on a harder character, until it is neither a true soft nor a true hard wheat. Also much of it has been grown in the hard wheat section, until it has become mixed with the hard Turkey wheat. This mixture is much less desirable than either variety when pure."

KENTUCKY.

Louisville, Ky.—The Commercial Club will reorganize its traffic buro and will serve the grain shippers as well as other interests.

London, Ky.—Clarence J. Sipple, conducting a grain, feed, lumber and implement business under the name of the Laurel Feed Co., has been adjudged bankrupt.

Owensboro, Ky.—Edward H. Young, formerly vice pres. of W. H. Small & Co. at Evansville, Ind., has been elected sec'y-treas. of the Anglo-American Mill Co. He began his work at this point Aug. 1.

Covington, Ky.—The Cincinnati Grain Co. has brot suit against the L. & N. R. Co. for \$1,264.70 for the alleged loss of a car load of wheat, on the ground that the defendant failed to remove it from the siding in due time for shipment and it was burned with the plant last October.

Louisville, Ky.—When the 2-story brick grain warehouse of E. G. Duckwall & Co. was opened in the morning of Aug. 5, a fire, believed to have been caused by spontaneous combustion was discovered smoldering under a pile of bran. Extensive tunneling was necessary to reach it and it was not extinguished until afternoon. Building uninjured; loss on grain and bran, \$5,000, fully insured.

Louisville, Ky.—The Kentucky R. R. Commission entered an order, Aug. 10, making void an increase in freight rates on grain, distilling and manufacturing products on three Kentucky divisions of the L. & N. R. R. The commission restored rates that existed prior to Mar. 25, 1910, and ruled that the R. R. Co. make reparation for the intervening period in the sum of \$4,068 prorated among the 24 complaining Kentucky distilleries.

LOUISIANA.

Shreveport, La.—The Chamber of Commerce is preparing to go before the Interstate Commerce Commission with petitions to obtain such grain rates for Shreveport as the New Orleans Board of Trade has obtained from the T. & P.

New Orleans, La.—In response to a request from the Board of Trade the T. & P. R. R. Co. will put into effect this fall, in time for the movement of this season's grain crops from common points in Texas to Westwego, La., on export grain, the same rates as obtain from those points to Texas ports.

New Orleans, La.—Receipts of grain during July included 6,000 bus. of wheat, 1,266,000 of corn, and 194,000 bus. of oats; compared with 8,000 bus. of wheat, 82,000 of corn and 96,000 bus. of oats received in July, 1909. Shipments included 339,607 bus. of corn, and 3,139 of oats and no wheat; compared with 170,621 bus. of wheat, 58,283 of corn and 2,021 bus. of oats shipped in July last year.—H. S. Herring, sec'y Board of Trade.

Westwego, La.—When business began to slacken about the middle of spring a large force of employes at the eltrs. and wharves of the T. & P. R. R. Co. was discharged and on Aug. 10 practically all the remaining force was let off, including Supt. Roth who has had charge of the place for years. Only two clerks remain and a few watchmen who alternate in looking after the company's properties, including two large eltrs. and hun-

dreds of feet of wharves and sheds in excellent condition. Extreme dullness in the export demand for wheat and corn thru this port and the desire to reduce expenses are the reasons assigned.

MARYLAND.

Baltimore, Md.—While bound for this port from Greensboro recently the freight steamer Plymouth struck a submerged log and sank. Its cargo consisted of 1,400 bus. of grain destined for eltrs. in this city.

Baltimore, Md.—The Chamber of Commerce has issued a pamphlet of ten pages giving rules governing the inspection of grain and hay, charges for commission and other information of interest to the trade.

Baltimore, Md.—Paul Frame of Frame, Knight & Co., receivers of southern or bay grain, has been elected a director of the Chamber of Commerce to fill the vacancy caused by the death of Wm. M. Knight some months ago. Mr. Frame was recently admitted to membership and is probably the youngest man ever elected a director.

MICHIGAN.

Ionia, Mich.—K. R. Smith has installed a Hall Signaling Distributor in his eltr.

Cass City, Mich.—The Farmers Produce Co. incorporated; capital stock, \$20,000.

Lamb, Mich.—Farmers are considering building an eltr. at this station. James H. Shanahan is the prime mover.

Crosswell, Mich.—The Farmers Eltr. & Produce Co. has been incorporated with \$30,000 capital stock.

Lansing, Mich.—The bean eltr. of Christian Breisch & Co. caught fire recently from sparks from a passing locomotive; extinguished with small damage.

Oxford, Mich.—The eltr. owned by A. B. Mills of Montgomery, Fla., and leased by John Gardner, burned recently with 1,700 bus. of wheat, 900 of rye and 300 bus. of oats; loss, total.

Richville, Mich.—A fire believed to have been started by sparks from a passing train, Aug. 19, destroyed the eltr., feed mill and coal yard belonging to a stock company of nearby farmers; loss \$15,000; some insurance.

St. Johns, Mich.—John Hicks is having a 30,000-bu. eltr., 24x60x41 ft. built on concrete foundation, designed especially for beans and grain. It will contain six stands of eltrs. and cost about \$7,000. Burrell Eng. & Const. Co. has the contract.

Detroit, Mich.—U. S. District Attorney Frank D. Watson is investigating the bucketshops in this city. Assistant Prosecutor Jasnowsky found so many obstructions in the way of successful prosecution that he finally appealed to federal officers. He has the names of 15 alleged bucketshops, which he threatens to put out of business within 30 days. If they can not be closed under the law recently enacted, which some claim is unconstitutional, he believes he can reach them under the old law against disorderly houses, on the ground that the bucketshop is a gambling house. The recent arrest of two men charged with obtaining money under false pretenses by operating a bucketshop under the name of Clark & Co. supplied the impetus for the present campaign.

Detroit, Mich.—During July Detroit received 123,602 bus. of wheat, 121,758 of corn, 204,727 of oats, 2,791 of barley and 5,751 bus. of rye; compared with 83,037 bus. of wheat, 205,972 of corn, 217,698 of oats, 5,369 of barley and 3,095 bus. of rye received during July, 1909. Shipments in July included 1,000 bus. of wheat, 69,379 of corn, 1,194 of oats, no barley and 1,717 bus. of rye; compared with 2,993 bus. of wheat, 104,129 of corn, 48,146 of oats, 680 of barley and 1,000 bus. of rye shipped in July, 1909.—F. W. Waring, sec'y Detroit Board of Trade.

Grand Rapids, Mich.—The 75,000-bu. eltr. of the Valley City Mlg. Co., containing 20,000 bus. of grain, burned Aug. 11; interior a total loss and walls bulged. The fire is believed to have started either from a dust explosion or a hot box. When discovered it had gone down to the first floor where 15 men were working. The model construction of the eltr. prevented spread of flames. It was a wooden structure without windows and fireproofed on the outside by a veneer of slate. The chutes were opened and the wet wheat and corn poured out into the street. Two cars of wheat on a siding were water soaked and 60 tons of millstuffs, bran and middlings with 2,500 bbls. of flour in storage destroyed. Wm. S. Rowe, pres. and general mgr. estimates the loss at \$50,000, amply insured. Before the fire was extinguished the company had ordered shipments of grain to replace that in the eltr.

Detroit, Mich.—The Michigan Hay Ass'n held its annual session in this city Aug. 10. According to figures there presented Michigan's hay crop this season is worth \$30,000,000. Pres. W. I. Biles reported in his address 2,700,000 acres harvested; quality exceptionally good; yield below normal in some places and above in others. Price had not yet been fixed; a sale of 1,000 tons was reported at \$12 per ton. Old hay then selling at \$17 and \$18 per ton, but the new crop is expected to drop below those figures. Not much business was transacted. The object of the ass'n is to keep the members together, stop unfair competition and settle disputes by arbitration. Albert Todd of Owosso was elected pres.; Frank Dimond of Mayville, 1st vice pres.; J. E. Crane, Eaton Rapids, 2nd v. pres.; E. C. Forrest, Saginaw, sec'y-treas.; directors for two years: G. J. Brown of Lansing; D. Laid, Saginaw; and W. L. Dible, Shepherd.

MINNESOTA.

Wirock, Minn.—The Farmers Eltr. Co. has repaired its house.

Milan, Minn.—The Columbia Eltr. Co. has reshingled and repaired its house.

Grove City, Minn.—The new eltr. has been completed for Nelson Lund & Co.

Hardwick, Minn.—Lightning recently damaged the eltr. of the Davenport Eltr. Co.

Stephen, Minn.—Lars Mickelson is repairing the eltr. he recently bot of J. Potter.

Red Lake Falls, Minn.—The Red Lake Falls Mlg. Co. is building an addition to its eltr.

Arlington, Minn.—The new building of the Pacific Eltr. Co. is completed ready for business.

Greenwald, Minn.—The Woodworth Eltr. Co. and Getchell & Tanton of Minneapolis are both building eltrs. at this station, formerly Eslarn.

Belle Chester sta., Goodhue p. o., Minn.—The Red Wing Malting Co. will build an eltr. here.

Morris, Minn.—The Spooner Eltr., leased by E. P. Lindgren, was formerly operated by E. E. Lewis.

Willmar, Minn.—The recently organized Willmar Farmers Union Eltr. Co. is considering buying an eltr.

White Willow sta., Goodhue p. o., Minn.—The Red Wing Malting Co. will sell its eltr. at this station.

Louisburg, Minn.—The Northwestern Eltr. Co. is having sand and stone hauled to put a foundation under its eltr.

Iona, Minn.—Farmers Eltr. Co. incorporated by T. F. Rieman, William Kappes and P. S. Culhane; capital, \$25,000.

Climax, Minn.—The Northwestern Eltr. Co. closed its house here Apr. 1.—Nils K. Moe, Agt. Crookston Mlg. Co.

Predmore sta., Eyota p. o., Minn.—The eltr. at Horton will be taken down immediately, removed to this station and rebuilt.

Brooton, Minn.—The Woodworth Eltr. Co. has moved its house from Westbury, Minn., to this point on the Soo.—S. I. Miller, Detroit, Minn.

New Richland, Minn.—The New Richland Eltr. Co. is considering additions to its plant and the installation of machinery to grind corn meal.

Halstad, Minn.—The Mnpls. & Northern Eltr. Co. closed its house at this station, July 1.—Nils K. Moe, agt. Crookston Mlg. Co., Climax, Minn.

Evansville, Minn.—The recently organized Farmers Eltr. Co. has purchased the eltr. of the Mnpls. & Northern Eltr. Co. and has retained Julius Davidson as mgr.

Leonard, Minn.—The Thorwaldson Eltr. Co. is considering building a flat-house here and eltrs. at Trail City, Gonvick and Clearbrook and one near Plummer.

Royalton, Minn.—The new eltr. of the Powers Eltr. Co., replacing that burned July 4, is about twice the size of the old one and a better building in every respect.

Dawson, Minn.—The Equity Co-op. Eltr. Co. incorporated by Gilbert Carlson, M. J. Jacobson, C. A. Erlandson and Peter Bergh, all of Dawson; capital stock, \$10,000.

Oklee sta., New Duluth p. o., Minn.—The Northern Eltr. Co. has moved its house from Brooks, Minn., to this station on a cut-off of the Soo.—S. I. Miller, Detroit, Minn.

Kragnes, Minn.—G. Underdahl, agt. for the Imperial Eltr. Co. has disappeared. No motive known. No shortage in his accounts is charged, but books will be examined at once.

Brownsdale, Minn.—The Hunting Eltr. Co. has purchased ground from H. A. Brown on which to erect its eltr., replacing that burned. Work on the building will commence at once.

Granada, Minn.—George Winzenberg of Lake Field has bot the eltr. here of the Cargill Eltr. Co. and will move his family here soon. Mr. Lehmann who has had charge of the eltr. will move to Welcome to operate another.

Duluth, Minn.—The Standard Grain Co. recently obtained a verdict in the district court of \$933.05 against the Fidelity & Deposit Co. on a policy issued by the bonding company to recover for alleged defalcations of the plaintiff's servant.

Fairmont, Minn.—Frank Freeman has returned to operate the eltr. of the Wohlfetter Eltr. Co.

Lansing, Minn.—The fire that destroyed the eltr. of W. F. Markham, Aug. 1, was caused by lightning, which struck it about 3 o'clock in the morning but was not discovered until nearly seven. Then nothing could be done to save it.

Oakland, Minn.—The Hunting Eltr. Co. has bot the eltr. here of the Cargill Eltr. Co. and will take down the one it formerly operated to move it to Brownsdale. The La Crosse Grain Co. has bot the eltr. of S. Y. Hyde and will employ a buyer.

Duluth, Minn.—Since the decision of the State Board of Grain Appeals to allow the bearded variety of wheat generally known as velvet chaff to grade as No. 2 northern, buyers are stipulating that bearded wheat shall not be applied on purchases of No. 2 northern except at a discount.

Owatonna, Minn.—Construction has been started on the new eltr. for the Owatonna Farmers Eltr. & Merc. Co., to be completed by Sept. 10. The eltr., feed mill and warehouse will be in one building covered with galvanized iron. Sixteen grain bins with cribbed bottoms will hold more than 20,000 bus.

Winnebago, Minn.—A fire that is believed to have originated in the eltr. of the Winnebago Flour Mills Co., about 8 o'clock in the evening of Aug. 13, destroyed that and the mill, with 20,000 bus. of wheat in the eltr. and 3,000 bbls. of flour in stock. Total loss \$80,000, of which \$40,000 was on the plant insured for that amount and \$40,000 on the stock insured for \$35,000, all in mutuals. Only recently considerable cleaning and other machinery had been installed. W. W. Remington is pres. and general mgr. of the company.

MINNEAPOLIS LETTER.

A rumor is current to the effect that a discharged employe of a grain commission house in this city recently placed before the directors of the Chamber of Commerce evidence of uncommercial conduct on the part of the firm for which he formerly worked.

Pierce L. Howe was elected general mgr. of the Gt. Western Eltr. Co. Aug. 13, to succeed H. F. Douglas, who suffered a nervous breakdown about a week previous, as a result of overwork, and was urged by his physicians to give up work and rest for several months.

M. C. Shields, mgr. of the Northern Demurrage Buro, has notified shippers and grain receivers that Bs/L, unless properly indorsed by the shippers, will not be accepted hereafter. There has been failure of compliance with the full legal requirements in the case of some recent winter wheat shipments to Minneapolis from the southwest.

The receipt of one car load and two part cars of the new crop of flaxseed, Aug. 11, established a new early record for the movement of that crop, which does not ordinarily reach this market before Sept. 1. The full car was consigned to the Van Duzen-Harrington Co. from Cresco, Ia., and was delivered to the American Linseed Oil Co. on a previous sale. One part car came from Jackson Jct., Minn., and the other from Cresco, Ia.; both consigned to Nichols & Taylor and sold to the Midland Linseed Oil Co. for \$2.48 per bu.

J. G. McHugh, sec'y. of the Chamber of Commerce, has notified members that the allowance to country customers of telephone charges violates the commission rule and must be discontinued.

After an exhaustive study of the new classifications and rates proposed by the railroads, the Minneapolis Traffic Ass'n has stated in resolutions which will be forwarded to the Interstate Commerce Commission, that the proposed rates will affect this city unjustly, compared with rates for competing markets. The closing resolution states that "the proposed advance in grain rates from South Dakota and North Dakota is excessive, unreasonable and discriminatory and that the carriers be asked to indefinitely postpone same pending investigation and joint consideration by all interests."

Notice was posted Aug. 18, on the bulletin board on the trading floor of the Chamber of Commerce, stating that several of the large eltrs. will make a charge of $\frac{3}{4}$ c per bu. for the transfer of grain thru their eltrs. to cars, the new rate to become effective Sept. 1. The former rate was $\frac{1}{2}$ c. The notice was signed by the Delmar Eltr. Co., the Electric Steel Eltr. Co., the Exchange Grain Co., Interior Eltr. Co., Terminal Eltr. Co., Merchants Eltr. Co., Lake Eltr. Co., Sterling Eltr. Co., Gould Eltr. Co., Monarch Eltr. Co., Republic Eltr. Co., Nye, Jenks & Co., Marfield-Tearse Co., Northwestern Eltr. Co., Canton Grain Co., Eltr. X of the G. C. Bagley Eltr. Co., Pioneer Steel Eltr. Co., St. Anthony & Dak. Eltr. Co., Huhn Eltr. Co., the Concrete Eltr. Co. and the Midway Eltr. Co.

Millers are greatly agitated over the action of the state grain inspection board in abolishing the grades of velvet chaff wheat, which hereafter will be graded No. 2 northern or under. The millers admit they are grinding velvet chaff, but do not want to accept it on contract, alleging it is inferior in flour making qualities. A. F. Evenson, chairman of the Minneapolis Grain Inspection Board, says: "The farmers have been urging this change for several years. They know their silver chaff comes to Minneapolis and that much of it does not leave. They figure that it is used in the mills and that they are entitled to an advanced grading on it. I will defy any member of the Chamber of Commerce to come over to the inspectors' office and distinguish between silver chaff and No. 1 northern when they are placed side by side. Twenty years ago the same fight was made on blue stem, now accepted as standard. The Chamber of Commerce can do what it is disposed to do in reference to rescinding its action making No. 2 wheat deliverable on contract. As far as the millers are concerned they are fully competent to protect themselves." As No. 2 northern is a good delivery on pit contracts at $3\frac{1}{2}$ cents discount, 29 members of the Chamber of Commerce petitioned the directors to make a ruling forbidding the delivery of velvet chaff on regular contracts, and Vice Pres. John R. Marfield called a meeting of the directors, who appointed A. H. Poehler, F. B. Wells and A. C. Loring a committee to consider the advisability of accepting velvet chaff on pit contracts. The report of the committee was considered Aug. 18, but no decision was reached. As to the merits of velvet chaff opinion varies greatly. The grain presents a handsome sample, weighing as high as 66 lbs. to the bu., and the state grain inspection department backs up its action with chemical analyses comparing well with blue

stem and Scotch fife. Members of the Chamber of Commerce will vote on this matter Aug. 31.

MISSOURI.

Galt, Mo.—George Root is a scoop shoveler here.—D. H. Clark.

Humphreys, Mo.—O. L. Shaffer is a scooper at this place.—D. H. Clark.

Purdy, Mo.—We have just finished overhauling and repairing our eltr.—W. J. Lough.

Olean, Mo.—I shall install some new machinery in my eltr. this winter.—W. E. Hunsaker.

Montrose, Mo.—W. H. Hurley has succeeded to the business of J. D. Mann here.—Kaumans Bros.

Monett, Mo.—The Republic Flour Mills Co. has succeeded to the business of the R. C. Stone Mfg. Co.

Centralia, Mo.—The firm of Crump & Long has discontinued business. I have succeeded Burks Bros.—C. P. Burks.

Walnut Grove, Mo.—G. H. Wittram and J. M. Reynolds of Aurora have bot the eltr. of the Ash Grove Mfg. Co. at this place.

Hamilton, Mo.—A. D. Warren is a scoop shoveler here. The writer has the only eltr. and transfer house at this point.—Frank Clark.

Holden, Mo.—Chas. Bluhm and the Holden Mfg. & Eltr. Co. have combined their interests under the name of the Holden Mfg. & Eltr. Co.—Holden M. & E. Co.

Chilhowie, Mo.—There is no other regular grain house here besides ours but D. N. Yount causes us a lot of trouble.—W. C. Hagemeyer, agt. Holden Mfg. & Eltr. Co.

KANSAS CITY LETTER.

C. K. Davis, formerly pit broker for the Missouri Grain Co., has gone with Goffe & Carkener Co.

Chief Sampler Graham reports that his department is being kept constantly busy because of the increasing number of firms who are availing themselves of its services as a result of the heavy movement of the new crop.

Prepayment of messages quoting the market is in violation of the rules of the Board of Trade, and Sec'y E. D. Bigelow has issued a circular letter calling the attention of members to the penalties for such infraction of the rules. No penalty attaches to mail advices.

Issy Landa, a member of the Board of Trade and former head of the Southern Grain Co., which firm is no longer in business, died at San Antonio, Tex., Aug. 8, aged fifty years. Mr. Landa is survived by a widow and his brother, Harry Landa, who is in the milling business at New Braunfels, Tex., where the funeral will be held.

An employe in the eltr. of the Kimball Cereal Co. barely escaped from hanging to death recently, when he became ensnared in the rope of a car shovel. In attempting to gain time by not having to drag the shovel to the end of the car, the man pulled the rope from the pulley overhead so as to reverse the puller. The rope formed a noose around his neck and he was dragged off the floor, only the quick work of the other employes, who threw the belt off the driving pulley and cut the rope, saving his life. Upon being released he fell to the floor receiving painful injuries.

Arrangements for the new home for the Board of Trade are progressing slowly. The building proposal was discussed recently by the board of directors but no action was taken. It is said that influences are being brot to bear against the removal of the Board, because of the depreciating value of neighboring real estate, which would follow its removal.

ST. LOUIS LETTER.

The large eltr. of the Mississippi Valley Eltr. Co. has been closed.

Edward H. Deffan of the Southern Feed Co. has applied for membership in the Merchants Exchange.

A bill will be introduced in the next legislature to abolish the state railroad and warehouse commission, on account of its activity in politics, the commissioners being elective. A new public utilities commission may be created with no connection with the grain inspection.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of July the following bad order cars were found at the different eltr. and track scales: Leaking grain doors, 409; leaking over grain doors, 32; leaking boxes, 1,479; leaking end windows, 72; cars not sealed, 522; end windows not sealed, 148; end windows open, 52.

F. W. Smith, head of the F. W. Smith Grain Co. died Aug. 13, at the age of 69 years. Mr. Smith first began trading in grain in 1865, when he was proprietor of a general store in Madison County, Ill. In 1866 he came to St. Louis, establishing a grain commission business under the name of F. W. Smith & Co. Mr. Smith was pres. of the Gratiot Street Warehouse Co. from 1885 to 1897, resigning to once more become head of the F. W. Smith Grain Co. He was a member of the Merchants Exchange. Mr. Smith is survived by his widow, four daughters and two sons, Eugene F. and Paul Smith.

Details of the arrangement by which the Illinois Railroad and Warehouse Commission and the St. Louis Merchants Exchange will jointly weigh grain at East St. Louis have been perfected. The agreement to do away with the double weighing was assented to by the Illinois officials some time ago. The new arrangement will become effective Sept. 1. It is agreed that all helpers in the weighing department must be residents of Illinois and be recommended by the Illinois Commission, subject to approval or rejection by the Merchants Exchange, which will pay all the expenses of conducting the weighing department, being reimbursed by the fees. If there is a deficit the Exchange must make it up and if there is a surplus the state of Illinois will get it. Regular reports will be made to the state by the Exchange, showing the receipts and disbursements. The weighing department will be conducted as in the past by John Dower, supervisor of the Exchange weighing department, with increased authority.

MONTANA.

Lewistown, Mont.—The Farmers Eltr. Co. has bot the eltr. of M. B. Lytle at this place.—A. C. Curtis.

Dillon, Mont.—The Dillon Grain Co. is a new firm here and is a branch of the Rigby Mfg. Co. of Rigby, Idaho.

Geyser, Mont.—The McCaull-Webster Eltr. Co. of Minneapolis, is considering the erection of an eltr. at this place.

Lakeside, Mont.—R. C. Lunke has commenced the erection of his new eltr.

Chester, Mont.—The new eltr. of McCabe Bros. has been completed and is ready for business. It is equipped with the latest machinery.

Wilbaux, Mont.—I am now located here as mgr. of the Wilbaux Eltr. Co.—H. B. Hansen.

Benchland, Mont.—The Benchland Farmers Eltr. Co. has bot the eltr. of the McCaull-Webster Eltr. Co. It has a capacity of 35,000 bus. and is equipped with a gas engine, Invincible Cleaner and Automatic loading and wagon scales. I am now located here as their mgr.—H. S. Crawford.

NEBRASKA.

Schapps, Neb.—E. G. Taylor has remodelled his eltr.

Niobrara, Neb.—Seth Jones has sold his eltr. to Lance Jones.

Mt. Clare, Neb.—The Knapp Grain Co. has succeeded the Updike Grain Co.

Cedar Creek, Neb.—Geo. R. Sayles has succeeded Jas. Tipton as agt. for the Duff Grain Co.

Harvard, Neb.—The Nebraska-Iowa Gr. Co. is installing a 1,000-bu. Sonander Automatic Scale.

Farwell, Neb.—The Gooch Grain Co. has bot the eltr. formerly operated by Barstow Grain Co.

Arlington, Neb.—The Updike Grain Co. will install some new spouting in its eltr.—H. C. Rurup.

Gladstone, Neb.—We have succeeded to the business of W. J. Lowe.—The Vanier Lbr. & Gr. Co.

Sweetwater, Neb.—Tidball Lumber Co. has repaired its house so that it is now in first class condition.

Cook, Neb.—The contract for the construction of the Farmers eltr. has been given to Albers & Hall.

Wallace, Neb.—C. B. Millett is manager of the Curtis Mills Co. eltr.—James Pearson, Moorefield, Neb.

Rosemont, Neb.—We have leased the eltr. of the Updike Grain Co. at this place.—Jennings & Ashley.

Omaha, Neb.—The Updike Mfg. Co. has installed a 2,000 bu. Sonander Automatic Scale in its new eltr.

Stockham, Neb.—F. F. Grosshaus has leased the eltr. formerly operated by Van Wickle Grain & Lbr. Co.

Bradshaw, Neb.—J. H. Currie is remodeling his eltr. at this place.—J. E. Stough, mgr. T. B. Hord Gr. Co.

Clearwater, Neb.—The sidetrack is being laid to the site of the eltr. which the Clearwater Eltr. Co. is erecting.

Creighton, Neb.—Seth Jones has bought out the Updike Grain Co. at this point. W. Anders will manage the eltr.

Harvard, Neb.—V. J. Dieringer has succeeded Fred Kockrow as sec'y of the Farmers Co-op Grain & L. S. Co.

Benton Sta., Richland p. o., Neb.—T. B. Hord Grain Co. will remodel its eltr. at this place.—R. W. Monohan, Agt.

Overton, Neb.—Jos. Pullen is now in charge of the T. B. Hord Gr. Co. eltr. at this point.—J. Weaver, Marquette.

Benedict, Neb.—Thomas Sirrs is manager of the Lincoln Grain Co. at this place.—James Pearson, Moorefield, Neb.

Red Willow, Neb.—We have purchased the Byfield eltr. at this place and are now operating it.—W. & J. H. McCallum.

Grant, Neb.—Sells & Rector of Holdegre are in the grain business here and at Madrid, Neb.

Hastings, Neb.—F. G. Endelman has leased the Updike Grain Co's eltr. at Pauline, Ay, Brickton and Hastings, Neb.

Tamora, Neb.—J. Harrold of Bee, Neb., will succeed M. E. Robertson as agent of the Central Granaries Co. at this place.

Cotesfield, Neb.—The T. B. Hord Grain Co. has purchased the business of Weekes Grain & Live Stock Co. at this place.

Cotesfield, Neb.—The Farmers Eltr. Co. is building an eltr. of 22,000-bus. capacity. R. M. Van Ness has the contract.

Johnstown, Neb.—The Johnstown Lbr. Co. has succeeded Krotter & Hall Lbr. Co. in the grain, lumber and implement business.

Wynot, Neb.—The Farmers Grain & L. S. Co. has bot the eltr. of the McCaull-Webster Eltr. Co. and is now operating it.

Boelus Sta., Neb.—The report that the eltr. of T. B. Hord Grain Co. was closed is a mistake. The eltr. has not been closed this year.

Chester, Neb.—The Farmers Eltr. Co. has purchased an eltr. and will make repairs.—Carl Freytag, agt. Central Granaries Co., Byron.

Central City, Neb.—G. F. Pease has resigned as manager of the Merrick Co. Farmers Co-op. Ass'n. W. F. Jarman will succeed him.

Elba, Neb.—The Farmers Eltr. Co. has let the contract for a 22,000-bu. eltr. to R. M. Van Ness, to be of stud construction and iron clad.

Harvard, Neb.—The Neb. Iowa Grain Co. has just installed a new Sonandar Automatic Scale and remodeled its eltr. here.—H. P. Trout, agt.

Marquette, Neb.—J. Weaver, of Marquette, has resigned his position with T. B. Hord & Co. and is now managing the Farmers Eltr. at Marquette.

Stromberg, Neb.—Myron Johnson has succeeded C. A. Peterson as agent for the Foster Grain Co. here. H. L. Aden, agt. Foster Grain Co., York, Neb.

Bradshaw, Neb.—The T. B. Hord Grain Co. is building an eltr. at this place, of 30,000 bus. capacity.—Percy Reed, agt. Omaha Eltr. Co., Silver Creek, Neb.

Hendley, Neb.—We have just completed a 15,000-bu. eltr. to take the place of the one which burned April 20.—John J. Hardin, agt. Central Granaries Co.

Phillips, Neb.—Phillips Grain Co. has bought T. B. Hord Grain Co. interests at this place. I continue as manager for the new company.—E. C. Purdy, Agt.

Pilger, Neb.—The eltr. of the Nye-Schneider-Fowler Co. burned Aug. 11. with a carload of wheat and another of oats. The loss will amount to \$10,000.

Stockham, Neb.—G. Peters has succeeded A. Grosshaus as mgr. of the Stockham Grain Co. Mr. Grosshaus will engage in the implement business here.

Omaha, Neb.—The Updike Grain Co. announces that the Updike Eltr. Co. has been organized with a capital stock of \$200,000 for the purpose of operating the terminal eltr. at South Omaha and to do a general grain business. E. A. Cope has been elected pres., N. B. Updike, vice-pres. and C. L. Babcock, sec'y.

Beaver Crossing, Neb.—The Beaver Mfg. Co., which was recently incorporated with a capital stock of \$22,000 has bot the mill of J. P. Martin.—Geo. Bauer, Jr.

McCool Jctn., Neb.—H. Huntington has succeeded S. Daly as agent for the Foster Grain Co. here. Mr. Huntington was formerly agent for this company at Bertrand.

Dodge, Neb.—Vern Stariner has succeeded Chas. Hepburn as grain buyer for Crowell Lumber & Grain Co. here. Percy Reed, agt. Omaha Eltr. Co. Silver Creek, Neb.

North Bend, Neb.—Dowling & Purcell are replacing their burned eltr. with a new building, capacity 30,000 bus. on stone foundation. The Cramer Construction Co. has the contract.

Palmer, Neb.—The Merrick Co. Farmers Co-op. Society is building a 20,000-bu. eltr. of stud construction and equipped with the most up-to-date machinery. B. F. Colborn is manager.

Indianola, Neb.—Wm. Byfield, of Red Willow, sold his eltr. to Wm. McCallum. F. C. Smith is managing the Farmers Eltr. Co. at Red Willow.—C. E. Strockery, mgr. Farmers Co-op. Ass'n.

Fairbury, Neb.—B. W. McClucas has bought the eltr. of Van Buren & Son, which was partially destroyed by fire last winter, and is rebuilding it. The elevator was originally owned by Mr. McClucas.

Gresham, Neb.—Farmers in this vicinity are planning the organization of a Farmers Eltr. Co. Stock is being subscribed and plans are expected to be completed by fall.—Fred Van Gordin, mgr. B. F. Morehouse.

Clarks, Neb.—The T. B. Hord Grain Co., has purchased the eltr. formerly operated by Sears Grain Co. A. Masters will have charge of the eltr. Frank Sears has gone to Colorado, and will make his home there.

Geneva, Neb.—J. Delaney has engaged in the grain business at Geneva, Shickley, Strang, Bruning, and Belvidere, with headquarters at Geneva. He has leased the eltrs. at the above points from the Updike Grain Co.—I. N. Trask.

Arlington, Neb.—H. L. McKibbin, formerly agent of the Nye-Schneider-Fowler Co. at Blencoe, Ia., has taken charge of the company's eltr. at this place, succeeding M. L. Claton, who will go to Oak, Neb. to manage one of the same company's eltrs.

Stockham, Neb.—The Farmers Eltr. Co. has just completed its eltr. The eltr. has 20,000-bus. capacity, is iron-clad and is equipped with up-to-date machinery, including automatic scale and manlift. Cramer Const. Co. had the contract. S. H. Riker will manage the eltr.

Omaha, Neb.—The Droge Eltr. Co. of Council Bluffs, Ia., has filed a complaint with the state railroad commission claiming that the delivery of grain between the C. & N. W. and the C. Gt. W. railways is constantly delayed and that it has lost as high as \$50 on a car of grain as a result of such delay.

Dorchester, Neb.—The eltr. of the Farmers Co-op Grain & Live Stock Co. which was recently burned is being rebuilt, and will be ready for operation on Sept. 15. The Dorchester Grain & Lumber Co. has been incorporated to operate the eltr. of the Updike Grain Co., which sold 80 shares to Nelson & Son and 10 to W. R. Ward and retained the remain-

der.—O. D. Nickols, agt. Central Grannies Co.

NEW ENGLAND.

Lincoln, Me.—The Dinsmore Grain Co. incorporated; capital stock, \$10,000. J. R. Dinsmore is president.

Concord, Mass.—The Whitney Grain & Coal Co., incorporated; capital stock, \$20,000. Geo. S. Whitney, pres.

Pawtucket, R. I.—The Narragansett Mfg. Co. of East Providence, has bot the hay and grain business of the H. L. Fitts Co.

Boston, Mass.—Warren A. Peirce, of Peirce & Winn, Arlington, Mass., has been admitted to membership in the Chamber of Commerce.

Boston, Mass.—The books of the Chamber of Commerce no longer give the names of receivers of grain, as the railroads have construed the regulations of the Interstate Commerce Commission as forbidding the publication of details of receipts of merchandise.

NEW YORK.

Ogdensburg, N. Y.—The big eltr. of the Rutland Ry. burned yesterday, with 100,000 bus. of corn and oats.

New York, N. Y.—New York Produce Exchange on Aug. 24 began "calls" on corn and oats each day at 12 o'clock noon and 1:30 p. m., except on Saturdays, when there is one call at noon.

Kanona, N. Y.—The two-story grain warehouse, owned by James Faucett, of Bath, N. Y., burned Aug. 4, with a loss of \$4,000; partial insurance. Sparks from a passing locomotive is thot to have been the cause of the fire.

Buffalo, N. Y.—The capital stock of the Spencer Kellogg Co. has been reduced from \$1,000,000 to \$500 and the number of shares from 10,000 to 5, the par value of \$100 being maintained. The grain eltrs. and linseed oil mills of the company are now being conducted by Spencer Kellogg and his sons individually.

Buffalo, N. Y.—The big eltr. and mill of the Globe Eltr. Co. was destroyed by fire Aug. 10, with a loss of from \$125,000 to \$160,000. The blaze, which is thot to have resulted either from crossed wires or friction, was discovered about 5 o'clock in the morning by the watchman, who immediately turned in an alarm. Despite the efforts of the fire department aided by a fire-boat, the eltr. was soon a mass of ruins. Directly across the street stands a smaller eltr. which is used to unload grain from canal boats. The two buildings are connected by a conveyor but by hard work the fire was prevented from spreading to the smaller structure. The eltr. which was built 30 years ago had a capacity of between 500,000 and 600,000 bus., was of wood construction and was covered with corrugated iron. At the time of the fire there was 150,000 bus. of grain and feed in the eltr. valued at about \$70,000. The loss is only partially covered by insurance.

NORTH DAKOTA.

Belfield, N. D.—An eltr. is being erected by the Van Dusen Eltr. Co.

Grand Harbor, N. D.—The eltr. of the Grand Harbor Eltr. Co. is being repaired.

Fonda, N. D.—A Farmers Eltr. Co. will be organized by a committee composed of Messrs. Parsons, Frederickson, Rice and McCullom.

Garske, N. D.—A. A. Aarsby has succeeded E. Garske as mgr. of the Garske Mercantile Co.

Esmond, N. D.—E. P. Lindgren has bought a controlling interest in the Lindgren eltr. here.

Streeter, N. D.—Gust Zimmerman has succeeded E. H. Pfeninger as agt. for the Powers Eltr. Co. at this place.

Kramer, N. D.—William Honday, formerly agent of the Amenias Eltr. Co. has bought the eltr. of Cameron Bros.

Antler, N. D.—M. D. Dyar has bot the Dawley eltr. from Stair, Christensen & Timmerman and will open it this fall.

Kermit, N. D.—An eltr. costing \$7,000 and of 30,000 bus. capacity will be erected by the Kermit Grain & Mercantile Co.

Edgeland, N. D.—Albert Parks has just completed the erection of a 20,000 bu. eltr. on the Brumbaugh branch of the Soo line.

Havana, N. D.—Mr. Grimes has purchased an interest in Mr. Waddell's eltr. and will have charge of the business in the future.

Belfield, N. D.—The newly formed Farmers Eltr. Co. is erecting an eltr. here to cost \$7,000. J. W. LaHart has the contract.

Cathay, N. D.—The Woodward Farmers Eltr. Co., incorporated. Incorporators: Fred Helm, C. L. Brockhet and Henry Brokofsky.

Sherwood, N. D.—M. D. O'Neill, formerly agent for the Cargill Eltr. Co. at Kidder, S. D., has taken charge of the Cargill Eltr. at Sherwood.

Cogswell, N. D.—I. W. Overton has acquired an interest in the Cogswell Independent Eltr. Co. and has assumed management of the business.

Granville, N. D.—The new Equity Co-operative Eltr. Co. has bot the Great Western eltr. here for \$7,000. J. J. McCraw, of Park River is mgr.

Petrel, N. D.—The Farmers Eltr. Co. incorporated; capital stock \$50,000; incorporators Martin Hersrud, Petrel, E. F. Heim and H. J. Murphy, both of Lemmon, S. D.

Bowbells, N. D.—A. C. Wiper, pres. of the First National Bank, has bot the Osborne-McMillan eltr. at this place and after a thoro overhauling will open it for business.

Richardton, N. D.—Pius Kopp has been appointed mgr. of the Farmers Eltr. Co. eltr. at this place. Paul Lenz, who formerly managed the eltr., will continue as pres. of the company.

Nome, N. D.—The Farmers Eltr. Co. has been re-organized under the name of the Independent Eltr. Co. Robert Pherigo is pres., Carl Miller, vice-pres. and Theo. Torbenson, sec'y-treas.

Niobe, N. D.—The Niobe Farmers Co-operative Eltr. Co. incorporated, capital stock of \$10,000. Incorporators, Albin Hedlin, Chas. W. Weber, G. A. Anderson and others of Kenmare, N. D.

Lonetree, N. D.—Many eltrs. thruout this section will not open for business this year. We will stay open the year round however, as we had a very successful business during the past year.—Lone Tree Farmers Eltr. Co.

White Earth, N. D.—The St. Anthony & Dak. Eltr. Co. has closed its house for the season, their agt., Mr. John going to Great Falls, Mont. I have taken charge of the Victoria Eltr. at this place.—W. J. Hannah, formerly agt. St. Anthony & Dak. Eltr. Co., Ross, N. D.

Hettinger, N. D.—The Hettinger Mlg. Co. is erecting an eltr. of 15,000 bus. capacity.

Kenmare, N. D.—Conrad H. Dahl, one of two young men who set fire to the Farmers Eltr. Co. eltr. here in order to cover the theft of two carloads of wheat, has been arraigned charged with arson and embezzlement. Fritz Hanson, the other young man, pleaded guilty and is now serving a year in the penitentiary.

Coulee, N. D.—Purchasers of the Dakota Farmers Eltr. Co. have decided to continue the business under the same name and have elected the following officers: W. F. Mielke, pres.; Carl Johanssen, 1st vice-pres.; Peter R. Davick, 2nd vice-pres. and Walter Nelson, sec'y and treas.—Olof Ribb, mgr. Dakota Farmers Eltr. Co.

Hankinson, N. D.—The Osborne-McMillan and Atlantic Companies have "doubled up" on traveling auditors. J. W. Beattie, who has charge of the line of houses between here and Bismarck for the Atlantic Co., will represent both companies between Hankinson and Minneapolis this season, Auditor Wilson of the O.-McM. Co., resigning.

OHIO.

Convoy, O.—We have enlarged our eltr.—D. W. Long.

Delphos, O.—Burkholder & Judkins have sold their eltr. to L. C. Allinger, of Jackson Center.

Laura, O.—We expect to build an up-to-date eltr. at this place in the fall.—Henderson & Coppock.

Oakharbor, O.—The Oak Home Grain & Hay Co. has increased its capital stock from \$20,000 to \$30,000.

Columbus, O.—The Ohio Grain Dealers Ass'n is arranging for three wheat specials to be run this month.

Magnetic Springs, O.—O. P. Lenox & Son are erecting a large eltr. here, which will be in charge of William Neel.

Colby, Ohio.—The new W. H. Gardner Grain Co.'s eltr. is completed with the exception of installing some of the machinery.

Ada, O.—Isaac Burkholder, who recently moved from Delphos to Ada, and Dwight Judkins, of Deshler, will probably build an eltr. here.

Holgate, O.—Chas. Harrison and John Johnson have leased the Travis eltr. at this place and have opened for business. N. Jackman will be mgr.

Greenfield, O.—We have purchased a half interest in the Island Grove Mills here. C. A. Welshimer is retiring from the business.—C. C. Norton's Sons.

Dawson, O.—Robert F. Stephenson, formerly with the Rosewood Grain Co. of Rosewood, O., will manage my eltr. here.—J. W. Simmons, Pemberton, O.

Haviland, O.—The Haviland Grain & Hay Co., incorporated, capital stock, \$18,000; incorporators: L. W. Baker, C. W. Mahan, A. F. Rust, L. S. Matson and Madge Mahan.

Cincinnati, O.—The Chamber of Commerce has renewed for ten years a loan of \$110,000 from the Equitable Life Insurance Co. The money was originally borrowed for investment in bonds.

Lima, O.—The Douglass Grain & Hay Co., incorporated; capital stock, \$10,000; incorporators: Samuel B. Douglass, J. Boyd Douglass, Menno U. Basinger, Harry O. Douglass and William L. McKenzie.

Piqua, O.—The Adlard Flour Mills will be removed from Urbana to this place and will be operated in connection with C. N. Adlard's eltr. here. The grain business at Urbana will be continued.

Canton, O.—Harry and Ralph Rex have been arrested here, charged with operating a bucket-shop. P. L. Meierhofer, of the Pittsburg office and W. M. Lyons of the New Philadelphia office of the Rex Commission Co. were arrested also. Adam Swab and J. Smith of New Philadelphia filed the charges.

Marion, O.—The Middle Ohio Grain Dealers Ass'n held its semi-annual meeting recently and re-elected the old officers. The attendance was good and those present showed great enthusiasm over the prospects for a large volume of business in the new crop of wheat and oats.

Columbus, O.—The board of directors of the Seeds Grain & Hay Co. held a meeting recently at which it was decided to rebuild at once their eltr., which was destroyed by fire July 19. The new building will be absolutely fireproof, built of re-inforced concrete and according to latest ideas in eltr. construction. It will have a capacity of 200,000 bus. and will be equipped with the most up-to-date machinery, grain driers and cleaners and will be able to handle from 30 to 40 cars per day. A Chicago firm has the contract and the work of clearing away the ruins will be commenced at once. The new plant will be entirely completed by the first of the year, and one section will probably be ready by the fall.

TOLEDO LETTER.

Toledo, O.—Otto Waitzmann, of Rosenbaum Bros., Chicago, has applied for membership in the Toledo Produce Exchange.

Toledo, O.—We have leased the C. H. & D. eltr. for a considerable length of time.—E. L. Glaser of Rosenbaum Bros., Chicago.

The Wabash railroad has eliminated itself from an opportunity of clearing up \$100,000 or over this season alone by tearing down an eltr. which was in fair condition, merely for the lumber in it, when for a comparatively small sum it could have put it in first class condition.—F. O. Paddock.

The grain situation at Toledo is very congested. The local dealers are after some one to build a new elevator and relieve the congested conditions. The Wabash has been approached by some of the dealers but the railroad is unwilling to admit its mistake in dismantling its old eltr. and continues to remain non-committal.

This has been the best year in the business for ten years. This prosperity is to continue. The railroads have seen their mistake in consigning the grain thru to Buffalo where it could not be disposed of. Hereafter Toledo and Cleveland are to share in these shipments and the grain be distributed by re-consignments.—H. W. De Vore.

The loss of the eltrs. which have been either dismantled or burned within the last few years is badly felt just at this period. The dealers cannot find storage room for their grain. The eltrs. are all full and the receipts are heavy. At the present writing one dealer has 10 cars of grain that has to be left on the track for want of a storage place. Practically

the same conditions prevailed one day last week when a firm in the city had 20 cars that remained on the track because of the lack of storage room.—O. C. C.

OKLAHOMA.

Mayville, Okla.—The Mayville Mlg. Co. has purchased a 3,000-bu. National Automatic Scale.

Buffalo, Okla.—Wallingford Bros. will erect a grain eltr. at this place to have a capacity of 10,000 bus.

Hydro, Okla.—The Farmers Eltr. Co. which was recently organized, has bot the eltr. of Greene & Greene.

Oklahoma City, Okla.—I am no longer connected with the Harrah-Robb Gr. Co. having resigned Aug. 13.—C. W. Binkley.

Guthrie, Okla.—The Model Roller Mills are spending \$10,000 in remodeling. A 30,000-bu. eltr. is being constructed and new machinery is being installed.

Oklahoma City, Okla.—The Oklahoma & Texas Grain Co., with headquarters at Vernon, are doing a scooping business along the Santa Fe lines in Western and Southwestern Oklahoma.

Cherokee, Okla.—The Cherokee mill and eltrs. at Cherokee, Jet and Burlington have been sold in the bankruptcy court to J. M. Sprague, representing banks in Kansas City and St. Louis, for \$21,000.

Navina, Okla.—The Navina Eltr. Co. has bot the eltr. of the Bell Grain Co. which firm recently withdrew from business. S. W. Hogan, of Cashion, Okla., is president and Oscar Dow, formerly mngr. of the Farmers Eltr. Co. eltr. at Okarche, is mngr.

Oklahoma City, Okla.—The J. H. Pruitt Grain Co. has brought suit in the district court against D. W. Drennan for specific performance of contract, involving a wager on the result of the late election for the location of the capitol of Oklahoma. The plaintiff holds that in June the two parties entered into a contract to the effect that the defendant was to sell to the plaintiff 10,000 bu. of wheat, graded No. 2, at 80 cents per bu.; that 5,000 bu. were to be sold unconditional; but the other 5,000 bu. were to be delivered at the same price provided Oklahoma City received a plurality of vote for the capitol. The election is over and the result is known, but the defendant refuses to comply. The plaintiff claims to have been damaged in the sum of \$1,250.

Oklahoma City, Okla.—Believing the inspection fee of \$1 per car charged by the Oklahoma Inspection Dept. to be excessive, and all efforts to reduce this fee to conform with that of other states having failed, the Oklahoma City Board of Trade decided at a call meeting, to place an inspector in Oklahoma City and furnish inspection at a cost of 50c per car. An appeal committee was also selected, composed of J. E. Norton, G. W. Curtis and C. F. Prouty. In cases when cars are off-graded, this committee can be called for a re-inspection at a cost of \$3 per car, the decision of this committee to be final. It is recommended that all cars coming to Oklahoma City or passing thru here to stop for inspection be sold on Board of Trade inspection. This Board of Trade inspection to be in force and effective on and after Aug. 15, 1910.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

Madill, Okla.—Dillingham & Rice are scoopers at this place.

Custer, Okla.—The Smith Grain & Livestock Co. will be dissolved by agreement of stockholders who are: C. D. Smith, L. T. Brawner, A. S. Smith, Joseph Thompson, Isaac Bacharach, Warren Summers and Silas Cahumacher. D. R. Cumming has been appointed as receiver.

Oklahoma City, Okla.—We are requesting that dealers furnish new seed wheat from sections of Oklahoma where an exceptionally good quality of turkey hard has been raised. This should be furnished to the farmers in those sections where the wheat is mixed and at the actual cost to the eltrs. and mills.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

OREGON.

Echo, Ore.—Members of the Farmers Union at this place have incorporated.

PENNSYLVANIA.

Freeport, Pa.—Smith & Zahniser have installed a new gas engine and put in a first-class grain eltr.—P.

The Pennsylvania Millers State Ass'n will hold its annual convention at Atlantic City, N. J., Sept. 14-16, with headquarters at the St. Charles hotel.

Pittsburg, Pa.—We are getting lots of very good oats. Out of 150 cars only one graded No. 3 white; all the rest graded No. 2 white.—F. L. Davis of Herb Bros. & Martin.

PHILADELPHIA LETTER.

William H. Hobson, the indispensable pay manager of L. F. Miller & Sons has been confined to his residence with illness.

The Southern Steamship Co. of which Harvey C. Miller, the grain man of this city, is pres., will put in service a large fleet of vessels to make a strong bid for the coastwise grain and freight trade. F. W. Crawford, formerly general agent of the Clyde Steamship Co., one of the best informed transportation men in the country, will be the manager and by Sept. 1 Charleston, Key West, Tampa, Jacksonville, New Orleans and the leading southern and gulf ports are to be given unusual facilities for trade in grain, flour, general merchandise, and a modern passenger service is to be installed. The railroads with terminals here have promised vigorous co-operation with this new movement.

The export grain business here is beginning to take on some considerable proportions and the future trade outlook is more than promising. With the grain crop of France 67,000,000 bushels short, this city is being singled out as the most desirable place to get satisfactory bargains for grain to go abroad. France within the last ten days has contracted for 1,000,000 bushels of American wheat, a very large portion of which is to be shipped from here. One steamship has been chartered to load 128,000 bus. for export direct to a well known French firm, and the steamer Avonican will take on 168,000 bus. of wheat for France. These are the first full cargoes that will have left this port for many a month.

The Commercial Exchange on Aug. 11 adopted the following resolution: "Whereas, The receipts from the grain inspection department, even with the addition of ten cents per car, recently added to the charges, have proved insuffi-

cient to pay its legitimate expenses, and it having been shown that a large number of cars of grain arriving on the tracks at North Philadelphia for delivery at the Keystone Eltr. had not been subject to such inspection charges, Therefore, resolved that the subject be referred to the grain committee for investigation and devise a system by which all grain arriving at that station and on the track of the Keystone Elevator Co. shall be subject to the regular inspection of the grain inspection department and to report back to the board." The grain committee has directed that a grain inspector be kept on duty at the Keystone Eltr. during the entire day.—S. R. E.

PITTSBURG LETTER.

Railroads in Pittsburg are enforcing the new order B/L clause. Considerable inconvenience and delay is being experienced by the failure of shippers and agents to note this clause on Bs/L, manifests and car way bills, "inspection permitted."

We are selling considerable hay and grain to coal and coke firms in the coke regions and at the river points. The coal situation in Greensburg and Irwin field is still very bad and no sales are being made. The local market is sick and much depressed. Buyers look for lower prices.—Stewart & Geidel.

Two things characterize the Pittsburg market this week. Exceptionally heavy receipts on the one hand and slow demand on the other. Receipts of hay and grain are the heaviest this week that they have been for months. This morning, (Aug. 22) there were 268 cars in Pittsburg yards and 437 cars in yards and transit. Of cars in transit 250 were grain and 187 hay. Oats are arriving in fine shape with very few exceptions. Other grains are also reported in good condition.—P.

SOUTH DAKOTA.

Humboldt, S. D.—C. F. Hahn has bot the eltr. of the Truax Co.

Onida, S. D.—M. A. Hyde has obtained a location and will erect an eltr. here.

Badger, S. D.—W. I. Thompson of Madison, S. D. has bot the eltr. of John Weidenkopf.

White Lake, S. D.—The Farmers Eltr. Co. has bot the eltr. of the Shanard Eltr. Co. here for \$5,000.

Richmond, S. D.—We have installed a new engine in our eltr. here.—Wm. Kugel, mgr., McIntyre & Frerich Co.

White Rock, S. D.—The United Grain Co. has sold its eltr. to A. Hockenson, who has engaged Burnie Hanson as agent.—T. Erickson.

Ellis, S. D.—The eltr. of the Hubbard & Palmer Co., which has been closed for two years will be placed in operation with L. W. Koch in charge.

Saranac, Chester p. o. S. D.—D. McKinnon of Madison, S. D. has leased the eltr. of E. A. Rippe at this place and will operate it this year.

Alexandria, S. D.—The South Dakota Grain Co. has leased the eltr. of A. II. Betts at this station and will operate it in addition to the one that it already has at this point.

Agar, Gettysburg p. o. S. D.—Farmers in this vicinity, headed by F. D. Mitchell, are organizing the Farmers Eltr. Co. Stock to the amount of \$2,000 of the required \$7,000, already has been subscribed.

Oldham, S. D.—A. K. Hauk has succeeded Gunder Lunde as agt. for the Farmers Eltr. Co. W. I. Thompson has bot the eltr. of E. A. Rippe, deceased. I am retained as agt.—M. W. Moore.

Twin Brooks, S. D.—The eltr. of the Reliance Eltr. Co., containing about 7,000 bus. of grain, was burned Aug. 18. A carload of wheat on a sidetrack was also destroyed. The loss is well covered with insurance.

Lake Preston, S. D.—Gunder Lunde has bot the eltr. of the Cargill Eltr. Co. at this place and will manage it. A. K. Hauk, who formerly managed it, will manage the Farmers Eltr. Co. eltr. at Oldham, S. D.—M. W. Moore.

Marion, S. D.—The Farmers Eltr. Co. has been organized here with a capital stock of \$50,000. T. J. Dunne was elected pres.; Geo. Tappe, vice-pres.; J. R. Lambert, sec'y.; Frank G. Tiesyen, treas.; John J. Graber, Abram Duerkson, Jacob P. Tiesyen, Peter Bausch and James Bannworth, directors.

Aberdeen, S. D.—Representatives of the millers of the state met here recently to discuss freight rates. The millers declared that if the freight rates in South Dakota were lowered to equal those which prevail in Iowa, they could afford to import southern wheat, which is from 10 to 15c lower than the northern grown grain.

SOUTHEAST.

Siler City, N. C.—The Eagle Milling Co. will engage in business at this place.—J. R. Parks.

Norfolk, Va.—J. W. Gamage & Co. have completed their new warehouse and are doing a big business in hay and grain.

Atlanta, Ga.—The agricultural committee of the Chamber of Commerce has recommended that a corn fair be held here in November or December, which proposal has been submitted to the board of directors. The fair would be for the purpose of exhibiting corn grown in Georgia and exhibits from every part of the state would be displayed.

TENNESSEE.

Lebanon, Tenn.—The Universal Milling Co. has leased its mill to the Cedar City Mills of this place.—Universal Milling Co.

Franklin, Tenn.—Fire on Aug. 12 destroyed the Depot Mill, which is owned and operated by D. Farr. The loss is estimated at \$10,000 with insurance amounting to \$4,000. A smutter is believed to have caused the fire. The adjoining warehouse, with 5,000 bus. wheat, was slightly damaged by water.

Memphis, Tenn.—Howell Turner, partner in the Rainer-Connell Co., has disappeared and is believed to have gone to Chicago. He was last seen Aug. 5 by W. I. Little, assistant bookkeeper, whom he left on the street, presumably to go home. Tho business was dull, Mr. Turner and his firm are in good circumstances.

Chattanooga, Tenn.—Henry G. Smith, a prominent grain broker of this city, died here July 31, of heart trouble. Mr. Smith, who was 52 years of age, first engaged in business in Rome, Ga., 22 years ago, moving in 1902 to Birmingham, Ala., where he remained for three years. He then removed to this city where he continued in business until his death. Mr. Smith is survived by a wife and one son, Dr. Henry G. Smith of Passaic, N. J.

Memphis, Tenn.—The receipts of oats on the Memphis market has been very heavy in the last week. This means lower prices. The corn thru the delta is fast maturing and is now being used for feeding purposes. This has cut down, and will cut still further, the wholesale trade of grain thru the South.—H. J. Hasenwinkle Co.

Memphis, Tenn.—The International Sugar Feed Co. has begun construction on a mill to cost \$250,000. This will include an eltr., a warehouse and a factory that will be capable of turning out 300 tons of feed per day. The plant is located on the main line of the Illinois Central and will be constructed of reinforced concrete thruout. The plant will be finished by Nov. 1. M. W. Savage is pres. of the company.

NASHVILLE LETTER.

Locally the receipts are on a parity with other more important grain centres. These heavy receipts are regarded here as having a tendency towards lower prices. Local dealers are firm in the belief that with the export demand satisfied the market will break sharply. Buying by mills has been rather free due to good demand for flour.

Mike Dalton, for three years with Commercial Agent W. L. Nichol, of the N. C. & St. L. railway, as chief clerk has resigned to become a partner in the firm of J. R. Hale & Sons, grain dealers.

While much of the wheat being received is inferior there is plenty of the finest quality. Immediately adjacent to Nashville some fine wheat has been purchased at prices ranging from 98c to \$1.05.

John H. Bell, E. M. Kelly and Harry Hughes have returned from Louisville where they joined in a conference with representatives of Southern railroad lines relative to the new tariffs to be applied to reshipping and milling in transit from Ohio river points to the South.

Great interest is being taken in Tennessee in the Boys Corn Clubs and will result in a much larger acreage. United States Agricultural Demonstration Agent W. W. Campbell, with headquarters at Jackson, has announced the dates for visiting the clubs in West Tennessee.

The corn market has been fairly active and considerable has been handled by Nashville dealers. In fact stocks on hand show a visible decrease altho receipts have been heavy and daily increasing. The Southeastern market is buying more freely than for some time. Oats have likewise enjoyed a brisk movement.

The Fourth National Bank has filed suit against the Nashville, Chattanooga & St. Louis Ry. for \$1,041 the value of a shipment of oats delivered by Miller & Co., of Nashville, for transportation to Ferguson, S. C. The claim is based upon the bank's payment of a draft drawn by the grain company against the Santee Cypress Co. to which firm the shipment was delivered, upon the security of a B/L attached to the draft. It is also claimed that the drawer of the draft is now insolvent and that when the oats were demanded the plaintiff was informed that the consignment was shipped to some other firm.—S.

TEXAS.

Amarillo, Tex.—L. W. Roper & Co. have withdrawn from business at this place.

El Paso, Tex.—The eltr. of the J. Rosenbaum Grain Co. was slightly damaged by fire Aug. 11.

Dallas, Tex.—The Doggett Grain Co. has moved from McKinney, Tex. to this city.—G. J. Gibbs.

Rosenberg, Tex.—The recently incorporated Rosenberg Mill & Eltr. Co. will erect an eltr. here.

Dallas, Tex.—Proof of final payment of capital stock has been filed at Austin by the Dallas Eltr. Co.

Whitesboro, Tex.—The Monarch Mill and Gr. Co., which was recently incorporated, will erect mixed feed plant here.

Van Alstyne, Tex.—We are installing a 30 h. p. electric motor in our eltr. here and making other repairs.—Grayson Mill & Eltr. Co.

Honey Grove, Tex.—The Farmers Grain & Eltr. Co., incorporated; capital stock, \$12,000; incorporators: T. F. Williamson, W. D. Wilkins and J. A. Pierce.

Dodd City, Tex.—The Farmers Union Mill & Eltr. Co. has been incorporated by J. L. Perry, J. E. Pearsons and J. M. Richardson with a capital stock of \$10,000.

Austin, Tex.—The railroad commission has amended the tariff on grain and grain products by eliminating the Marshall & East Texas Ry from the list of differential lines.

Houston, Tex.—The T. & P. R. R. will make rates from points in Texas to Westwego, La. on export grain the same as from points in Texas to Texas seaports. The rates will become effective in time for this year's crop.

Ft. Worth, Tex.—I would suggest to the farmer to plant wheat to a good acreage this fall. If Texas is to prosper as she should, our farmers must raise more feed and breadstuffs. As there is an abundance of good seed wheat and oats in Texas this year our farmers will have no excuse for failing to plant a large acreage in grain.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WASHINGTON.

Toppenish, Wash.—L. J. Goodrich is erecting a 100x150 ft. grain warehouse here.

Grinnell, Palouse p. o., Wash.—The Northern Grain & Warehouse Co. is building a warehouse to be 50x150 ft.

Mansfield, Wash.—The Farmers Union Eltr. Co. eltr. with a capacity of 100,000 bus. is now receiving grain.

Cashup, Thornton p. o., Wash.—The Northern Grain & Warehouse Co. of Spokane, Wash., is erecting a warehouse here to be 50x150 ft.

Mohler, Wash.—Members of the state railway commission have arranged a conference between officials of the Gt. Northern Ry. and members of the farmers' organization of this vicinity, which after having much trouble with the railroad regarding a site built a large grain warehouse upon their own site and demanded of the state commission that the railroad be forced to build a spur track to furnish it service. The commission answered that it did not have the power to force the railroad to comply with the farmers' demands and at the same time offered to use its influence to arrange a conference looking toward a peaceful settlement of the dispute. Both parties agreed to send representatives to such a conference.

[Continued to Page 251.]

Any Weight

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GRAIN DEALERS JOURNAL

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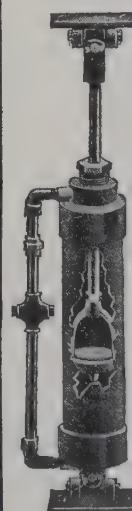
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It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

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Seeds

The D. M. Ferry Seed Co's plant at Windsor, Ont., recently was damaged a second time by fire.

Young & Denny have bot the interests of Lara Kimel in the Lara Kimel Seed Co., of Fort Worth, Tex.

The first new crop timothy seed was sold on the Chicago Board of Trade Aug. 12 at \$5.75 per 100 lbs., and was of good quality.

Peoria received 30,000 lbs. of seeds in July, the same amount received in July 1909, no shipments.—John R. Lofgren, sec'y Board of Trade, Peoria, Ill.

James McCarty has erected a building adjoining and attached to his elevator at Hartwick, Ia., in which to store and clean grass seeds. H. A. Woodworth is manager of the business.

The first new clover of the season was received at Toledo, O., Aug. 20 by J. F. Zahm & Co. from Ohio. The shipment comprised four bags, and was graded sample, quality and color excellent.

A. C. Croft will open a large seed house at Centerville, Ia. The arrangements are almost completed. He has taken most of the stock himself, while some capital from Centerville and elsewhere is invested.

The Ohio station bought for testing, fifteen samples of alfalfa seeds from different dealers. A pound from one of these carried 18,144 lambs-quarter or pigweed seeds, and another 6,420 seeds of crab grass and 3,325 of foxtail. Seed supposedly costing \$7.80 per bushel was, when cleaned, found to have cost actually \$12.74 per bushel.

Clover seed crop will be short. Much will depend upon weather next few weeks. Greatest shortage is in Wisconsin, Iowa and Minnesota. Big seed producers have several bad spots, but some sections have better prospect than while ago. October is the most popular future. It was up to \$8.80 this week, high point of the season.—C. A. King & Co.

The U. S. Department of Agriculture reports the condition on Aug. 1 of alfalfa as 81.7; kafir corn, 71.1; millet, 69.7; broomcorn, 81.9, and dry beans, 85.3; against alfalfa, 94.4; kafir corn, 85; millet, 86.7; broomcorn, 83.5, and dry beans 89.1 on Aug. 1, last year. The condition of bluegrass is reported as 90 in Indiana, 89 in Illinois, 88 in Ohio; 80 in Missouri; 77 in Michigan; 75 in Kansas; 60 in Kentucky and Minnesota; 50 in Iowa and only 39 in Wisconsin.

Chicago received during the week ending Aug. 20 120,000 lbs. timothy seed; 35,200 lbs. clover seed; 120,000 lbs. other grass seeds; 27,000 bus. flaxseed; against 147,460 lbs. timothy seed, 80,000 lbs. clover seed; 441,000 lbs. other grass seeds and 7,000 bus. flaxseed, during the corresponding week of 1909. Shipments for the week have been 381,300 lbs. timothy seed, no clover seed, 296,900 lbs. other grass seeds and 3,200 bus. flaxseed; against 376,996 lbs. timothy seed; 66,500 lbs. clover seed; 946,500 lbs. other grass seeds, and 5,383 bus. flaxseed, during the corresponding week of last year.

On a protest by the Baker Castor Oil Co. against the assessment of duty on castor seeds the United States General Appraisers at New York Aug. 15 made the following decision: Where castor

seeds, dutiable by weight under paragraph 266, tariff act of 1909, contain dirt, gravel, and other like impurities, shown to amount to 5 per cent of such gross weight, an allowance will be made for such percentage in the assessment of duties.—Seeberger v. Wright (157 U. S., 183; 15 Sup. Ct. Rep., 583) followed. Where castor seeds are sold on the basis of such existing impurities, as shown by a certificate of analysis, which is made to constitute a part of the contract between vendor and vendee, especially when verified by an analysis made by the importer, such certificate of analysis is properly admitted in evidence as part of the *res gestae* of the sale.

As it is nearing the time for fall sowing of alfalfa, when large quantities of its seed will be bought, it is timely to mention some phases of the trade in this commodity. In all cases, and as with all other seeds, the utmost caution and painstaking in securing and sowing the best should be emphatically urged. This "best" means, in alfalfa, not only seed proven 90 or more per cent germinable but freed from the adulterations and impurities probably present, most frequently from carelessness or shiftlessness but often from design, and sometimes from both. Alfalfa seed is expensive at best, and doubly or trebly so if it will not grow or carries with it trash and seeds which stock a field, a farm or a neighborhood with weed pests that interfere with alfalfa, displace expected profit with positive loss, and incite profanity.—F. D. Coburn, sec'y Kansas Department of Agriculture.

A Dakota Line House.

Penn, a good grain point in eastern North Dakota, north of Devils Lake, is well supplied with elevators, the one shown in the engraving herewith being one of four and is operated by the Imperial Elevator Co., with H. C. Kornder, an experienced grain man, as agent.

The house has a capacity of 30,000 bus. and is equipped for handling wheat, barley, oats and flaxseed, which are the principal crops. From the dump with weighing-in scales the grain goes to elevator boot of the single leg and is run thru a Monitor Cleaner. Out-going weights are taken on an overhead hopper scale. The machinery is driven by an Otto Gasoline Engine.

This year it happens that corn is being shipped in at 75 cents per bu., and a car receiving sink would have been a convenient addition to the equipment. Oats

also are being shipped in on account of the poor hay crop and scarcity of feed. This station, which handled 200,000 bus. of grain last year, Mr. Kornder believes will ship only 70,000 bus. on the 1910 crop.

Alfalfa Stem Blight.

A stem blight on alfalfa is described by Walter G. Sackett of the Colorado Agricultural College. In the earliest stages the stems have a yellowish, olive green color and appear watery and semi-transparent. Soon the color changes to amber, due to the appearance and subsequent drying of a thick, clear exudation. This dried excretion gives the stems a shiny, varnished appearance, and a slightly rough feel to the touch. These stems blacken in six to eight weeks, become very brittle and are easily broken, which fact makes it almost impossible to handle the crop without an immense amount of shattering.

The disease has been shown to be due to a germ, *Pseudomonas medicaginis*, n. sp. (Sackett), which presumably lives in the soil and which enters the plants through cracks in the outer portion of the young stems, which are the result of late freezing.

The only practical way of combating and controlling the blight is by the introduction of resistant varieties. The Colorado Experiment Station has been conducting work along this line for the last three years. The station recommends as a means of control that the frosted alfalfa be clipped as soon as one is reasonably certain that there is no more danger from frost. By this means the frost split stems, in which the disease appears to originate, will be gotten rid of.

The Department of Agriculture of Argentina reports that the corn crop will amount to 4,500,000 tons. Altho this is somewhat less than last year's crop, it will, it is said, show an improvement in quality, due to the increased attention which the government is paying to improved cultivating processes and the careful selection of seed.

Analyses of 93 samples of Siberian wheat at Tomsk University showed an average of 10.7 per cent moisture, or 3 per cent less than that of Europe. Of albumen the Siberian wheat contained 15.88 per cent and other countries 13.69 per cent. In starch the Siberian wheat analyzed 77.7 per cent against 79.24 for that of other countries.



Elevator at Penn, N. D., of Imperial Elevator Co.

Locating Trouble In Gasoline Engine.

The three common sources of trouble in running a gasoline engine are first, ignition troubles; second, carburetor or gasoline troubles; and third, improper valve action. There is a method of elimination by which one may find the cause of almost any trouble which may develop in the motor.

CARBURETOR TROUBLE.—See that the switch plug is in, throw the switch on, retard the spark, open the throttle to the position for starting, prime the carburetor, then crank the motor over several times, always remembering that we must get a "buzz" from the coils if there is a vibrating coil used, when the motor is turned over. If there is a "buzz" and the motor does not start, prime the motor by pouring a small quantity of gasoline in the petcocks, if there are any. If there are no petcocks there is generally a small opening into the exhaust chamber into which we can pour the gasoline. After we have primed the motor, turn it over again; if everything is all right it will start without further trouble.

Suppose, for the first case, that the motor starts but stops again after the first few explosions. Getting these first few explosions would seem to indicate that the ignition was all right but that there was something wrong with the gasoline supply. Look in the gasoline tank and see if there is gasoline there; if there is only a little there might be some in one end of the tank and none in the end where the outlet is. If the supply is all right, follow the gasoline line from the tank to the carburetor and see if there is a shut-off valve which has been closed either intentionally or from the vibration. After making sure that everything is all right here, look at the carburetor again and see if the gasoline reaches there, either by "tickling" it or removing the gasoline line connection; then see that the air valve has not been opened too much at low speed. When still nothing is found, prime the motor again and try to get it started, watching the symptoms more carefully than before. The motor starts, gives a few explosions, then stops as before. We can now feel pretty sure then the trouble lies in the carburetor; it does not give the motor any gas.

On many carburetors one can remove the bottom or float chamber; if you do this the chances are that you will find some little balls of dirt which are sucked up into the needle valve when the motor starts, shutting off the supply. Clean the chamber thoroly, then put it back as it was. If the bottom is not removable see if the needle valve is removable,—before taking it out turn it shut and see how many turns it is open. If you get it out you probably will find the dirt here, choking up the gasoline supply. After it has been cleaned it can be screwed clear down, then backed up the number of turns it was open before. If neither of these ways can be used, you will have to take the whole carburetor off, clean it out thoroly, then replace it.

We will suppose that this dirt has been found in the carburetor by one of the above methods and that after cleaning everything out it has been replaced and is ready for work again. Prime the motor again and turn it over; it starts without difficulty and seems to run fairly well altho when throttled down it seems to miss. Possibly the needle valve has been changed when working on the carburetor,

so turn it a little one way, then the other, and see if this remedies the difficulty.

As there can still be one point of trouble we will suppose that the motor still misses at low speed; it does not change much with carburetor adjustment. Here we notice a slight sucking sound near the intake manifold,—one of the best signs of a leaky intake. This leak can soon be found by squirting some motor oil around the intake at the cylinders and at the carburetor; at the leak it will be sucked in. Possibly it will be found at the carburetor as it may have been loosened when working there. Tighten the nuts holding the carburetor to the manifold; if this does not stop the leak, make a new gasket out of heavy cardboard or some kind of packing and put it between the carburetor and the manifold, first using a little shellac on both sides and letting it dry slightly before putting it in. If this has been carefully done and the nuts are drawn down tight no further trouble should be had here.—*Gas Review.*

Seed Tests Indispensable.

The Albert Dickinson Co., of Chicago, which established a complete seed testing laboratory a few years ago, has found the equipment very useful. Since the seed testing department was installed stricter requirements have been created by new state laws; and the accurate knowledge of the quality of seeds afforded by this testing work has enabled the company to put out seed guaranteed to meet the requirements of each state.

Each fall or spring pure seed laws are passed in some state until now there are some 6 or 7 states having different standards of purity or germination. A number of other seed firms have established or contemplate establishing seed testing departments, many of them following the practice of the Government Seed Laboratory at Washington. The Albert Dickinson Co. tests the purity and germination of every lot of seed that goes into or out of the house. Usually a preliminary test is made before buying, and a second test after recleaning.

Practical men in the seed trade feel that the high percentages of purity arbitrarily fixed by some of the state laws are impractical, as the harvest of a given acreage will never show the degree of purity demanded of the seed dealer, who sometimes can not bring the crop to the required standard of purity even after using all the recleaning machinery and methods available. As long as the laws are so strict, however, testing laboratories will be indispensable to the seed dealer.

By being on friendly terms with the railway station agent the shipper sometimes will be greatly aided in conducting his business and in prosecuting claims.

Instead of raising hogs on corn and having to keep them until they are two years old before they are fit for market, farmers in the Solomon Valley, Kan., keep them on alfalfa pasture until they are six months old, when they begin to feed them corn. When 7 to 9 months old they weigh 200 to 250 lbs. and make meat much better than the 2-year-old hog that has eaten corn ever since it was a little pig, as was explained by an Ottawa County farmer, who recently marketed a car load of 8-months-old hogs that weighed over 200 lbs. and sold at \$9.45.

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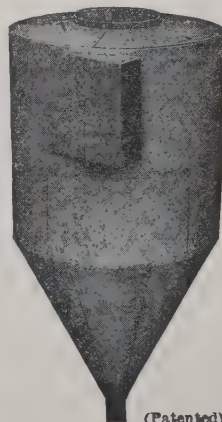
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JACKSON, MICH.

Grain Carriers

The Grand Trunk Pacific will be in operation early in September for 1,100 miles west from Fort William on Lake Superior.

A car shortage is inevitable this fall, says Arthur Hale, of the American Ry. Ass'n. The surplus of cars is expected to disappear by Sept. 1.

The Canadian Pacific has given an order for 24,000 grain doors to the Wm. Robinson Co., of Selkirk, Man., which is shipping 4 carloads per week.

The long and short haul clause of the new Interstate Commerce Act, while effective now, will not become operative for 6 months, the roads having that time to adjust their tariffs.

An order against 202 transportation lines directing a hearing at Chicago Aug. 29 has been issued by the Interstate Commerce Commission to consider the proposed increased freight rates.

For misrouting two shipments resulting in excess charges the Interstate Commerce Commission has ordered the La. Ry. & Nav. Co. to pay \$50.98 with interest to the Beekman Lumber Co.

In September the Interstate Commerce Commission will assemble at Washington and begin the exercise of the new powers conferred by the amended rail law, which went into effect Aug. 17.

A branch office of the Interstate Commerce Commission has been opened at Chicago in the Steger bldg. under the supervision of Professor Adams and in charge of Examiner F. W. Sweney. About two score clerks are engaged in checking accounts for the Commission's intermountain decision.

A preliminary conference between Martin A. Knapp, chairman of the Interstate Commerce Commission and J. P. Mabey, chief of the Dominion Transportation Commission, was held at New York Aug. 11, to work out a plan for railway regulation whereby the Commissions of the United States and Canada can co-operate.

The Philadelphia Commercial Exchange has directed its transportation committee to take measures to change the existing method of dating Bs/L, which as now issued at Chicago, bear the date of loading cars on the belt line or at the terminal elevators. It is desired that the bills be dated simultaneously with the actual putting of cars in transit on eastern lines.

Under the clause in the new railroad law placing upon the carriers the burden of proof to justify increases in rates the shippers' ass'ns believe the roads can be required to show the valuation of their physical property and at the hearing by the Interstate Commission at Chicago Aug. 29 a demand will be made for a valuation that will enable the Commission to refuse increases absorbed in paying dividends on watered stock.

After entering their appearance at New York Aug. 15 the carriers obtained a continuance until Sept. 7 of the hearing on rate advances in eastern territory. Chief Examiner George Brown, who presided, stated: All parties interested have the right to be represented, whether they be carriers, shippers, the people in general or the commerce commission. The evidence, I take it, will be largely statistical. Both sides will be subject to

cross-examination, that the full truth may be learned.

A consignor while loading cars at the point of origin detained them for several days before they were billed out for movement to interstate destinations. The initial carrier issued a tariff providing for demurrage, but the tariff naming the rate applicable on the movements neither provided demurrage charges nor referred to the initial carrier's tariff where such charges were specified. Held, that there was sufficient tariff authority for the collection of the charges by the initial carrier.—Conference ruling by Interstate Commerce Commission.

Authorization of refund by railroad to shipper for grain doors supplied, is only permission from the Interstate Commerce Commission to pay the claim. Some shippers have hundreds of these claims gathering dust in pigeon-holes while the interest on the money represented goes to pay salaries of claim clerks in the carriers' offices. Shippers would have more patience with the dilatory tactics of claim departments if the Interstate Commerce Commission would extend the principle of paying interests on claims to reparations and car door refunds.

Addition of two classes to the present 6 classifications of freight will be requested of the carriers by the railroad commissioners of Wisconsin, Michigan, Indiana, Ohio and Illinois. A committee composed of W. J. Wood of the Indiana commission, O. P. Gethlin of the Ohio commission, and C. L. Glasgow of the Michigan commission has been appointed to collect data in support of the proposition and unless the roads accede to the request it is likely a petition will be presented to the Interstate Commerce Commission, which under the new railroad law has jurisdiction over classifications.

The chairman of the C. F. A. has given notice that "after Sept. 1 eastern lines will entertain claims for shortage only when it is demonstrated that such shortage is the result of wreck or defective equipment or transfer of the grain by the railroad companies en route, or other causes for which the carrier is liable. If claims for shortage are properly payable as a result of the foregoing contingencies, full amount will be paid and the claimants will not be called on to deduct the percentages from their claim as representing natural shrinkage. This means that when the record is perfect claims will not be entertained."

Milling in transit regulations were considered Aug. 16 at a meeting of shippers and traffic officials at Louisville. J. H. Marble, attorney of the Interstate Commission was present, and J. B. Magee of Cairo presided at the conference which broke up after an 8-hour session without result, as have so many prior meetings to consider this matter. A committee consisting of Mr. Magee, C. B. Stafford of Memphis, and A. Brandeis of Louisville was appointed to formulate a set of regulations and report at Louisville, Aug. 23, at a second conference. It is thought that still another conference will be held in September. Traffic officials and shippers in the Chicago district held a meeting Aug. 18 in an endeavor to agree on a set of rules to govern the milling in transit privilege.—LATER: Alfred Brandeis, in a telegram to the Grain Dealers Journal, Aug. 25, states: "After 2 days' meeting at Louisville the committee can merely report progress. The whole matter will have to be taken up for final action in subsequent meeting."

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Minimum weight rules on grain are given by the Illinois Central in ICC A-7932, effective Nov. 1.

Charges for lining cars containing flaxseed are given by the C. C. C. & St. L. in ICC 5477; in effect, Sept. 1.

The payment of elevation charges at Memphis, Tenn., is authorized by the Southern Ry. in ICC A-3951, effective Sept. 13.

Rates on corn and oats from Illinois points to Cairo and New Orleans are quoted by the Santa Fe in ICC 5422, effective Sept. 15.

An 8-cent rate on grain from Chicago to Edwardsville, Staunton, Worden and Manix, Ill., is quoted by the Illinois Central, effective Nov. 1.

Grain will be carried at 6 cents by the C. I. & L. from Cyclone, Kirklin, Terhune, Sheridan, Linden, Ind., to Chicago and Hegewisch, Ill., effective Sept. 8.

Rules effective Sept. 2, governing cleaning, clipping, inspection, mixing or sacking of grain at Kansas City, Mo.-Kans. are given by the K C Sou. in ICC 2893.

Rates are published by the P C C & St. L. in Supp. 10 to ICC P198 on grain and grain products from stations on its lines to C F A points; effective, state, Aug. 4; interstate, Sept. 1.

Arrangements for handling grain at the Santa Fe Elevator, Chicago, must be made with the elevator management after Sept. 10, the railroad company having canceled its schedule of charges in sup. 1 to I C C 4400.

Ill Cent in ICC A-7925 sets rates on barley, corn, oats, rye, wheat and screenings from Chicago, Grand Crossing, Harvey, South Chicago, Ill., and rate points, when originating beyond, to East St. Louis, Ill., and St. Louis, Mo., at 7c; in effect, Aug. 31.

Rates from St. Louis are quoted by the T., St. L. & W. in its tariff ICC A-153, effective Sept. 2. From St. Louis, East St. Louis and Edwardsville, Ill., to Alma, 10½c, Alpena, Mich., 18c, Akron, O., 11½c, Anderson, Ind., 9c, Ironton, O., 12c, Jackson, Mich., 10½c, Indianapolis, Ind., 8c, La Fayette, Ind., 8c, Muncie, Ind., 9c, Piqua, O., 10½c; on flour destined to La Fayette and Indianapolis, Ind., originating at Missouri river points, the rate will be 7½c; same from above-named points to C. F. A. points.

The Mo. Pac. in ICC A-1601 quotes the following rates effective Sept. 2: Grain and products, from Kansas City, Independence, Mo., Atchison and Leavenworth, Kan. (applies only from elevators and industries located on Mo. Pac.), to Auburn Park, Aroma, Beaver-ville, Beecher, Booth, Chicago, Brookline, Ill., Calumet, Ind., West Kankakee, Ind., South Chicago, Holland, Roseland, Ill., Indiana Harbor, Hammond, Ind., and other points in Group A, wheat, 12c, corn, 11c; to Alvin, Bismarck, Cissna Junction, Cissna Park, Claytonville, Dawson Park, Ill., Finney, Ind., Freeland Park, Ind., Goodwine, Ill., Hickman, Hoopeston, Ill., and other points taking Group B rates, wheat, 13c, corn, 12c; Sept. 2.

The Grand Trunk in ICC 1469, gives rates on corn, ex-lakes, from Detroit

(Union Depot Eltr. or R R Eltr, Brush St.) and Port Huron, Mich., to stations Niagara Falls, Hamilton and Bridgeburg, to Windsor and Sarnia and points south thereof; also stations north of Guelph, Berlin, Stratford and Lucan, 4½c; to stations north and east of Georgetown and Hamilton to Peterboro, Madoc and Belleville, inclusive, 5½c; east of Belleville to Lynn, inclusive, 6½c; east of Lynn, also Ottawa, Rockland, Hawkesbury and south, 7½c; Danville to Quebec and Three Rivers, 8½c; to stations Chambly, Que., to Frelighsburg, Que., Iberville, Que., to Waterloo, Que., and St. Alexander, Que., to St. Armand, Que., 7½c; also to stations on Intercolonial; Aug. 31.

Contract Terms Must Govern.

Cavers Elevator Co., Omaha, Neb., vs. Iowa Grain & Milling Co., Nashville, Tenn. Before the Arbitration Committee of the Grain Dealers National Ass'n.

The claim of plaintiff is based on a certain contract, which reads as follows:—"Omaha, Neb., Dec. 15, 1908. To Iowa Grain & Milling Co., Nashville, Tenn. We confirm sale to you per wire of 5,000 bus. 3 white oats straight at 54½c delivered Nashville, via N. C. & St. L. WEIGHTS OMAHA, GRADE OMAHA, shipment first half January."—(Signed) Cavers Elevator Co.

Telegrams and correspondence show this confirmation to be correct.

On Dec. 28th, the defendant telegraphed plaintiff as follows:—"Cancel 5,000 bus. oats bot January shipment. Your oats too dirty, wheat mixed, not straight."

Plaintiff declined to cancel and asked defendant for authority to resell the oats for his account. The defendant refused to give any orders to resell the oats, claiming that he was justified in cancelling contract on the grounds that certain two cars oats received by him from plaintiff on a former contract calling for oats of same quality as contract in question had arrived at Nashville and had graded No. 4 white oats at Nashville on account of being dirty and wheat mixed. Defendant expressed his willingness to allow plaintiff to ship the oats according to contract, but stated positively that he would not pay drafts against them until shipments had arrived at Nashville, and had been approved by him.

On Jan. 2nd, plaintiff wired defendant as follows:—"Unless you wire us before 1:15 P. M. today to let the 5,000 bus. No. 3 white oats sold you come as per contract we will sell same out for your account and charge you with the difference."

Receiving no reply to this telegram, plaintiff did sell, through Nashville brokers, the 5,000 bus. No. 3 white oats at 53½c delivered Nashville, less ¼c brokerage, making a net price of 53c. Nashville, and rendered a bill for the difference between the contract price of 54½c. net Nashville, and the net price of 53c., equaling 1½c. per bushel or \$68.75.

Evidence submitted by both plaintiff and defendant is clear on the above stated points.

The Committee concludes that inasmuch as no shipment had been made on the contract in question, it is to be presumed that its terms would be complied with by the plaintiff, and that the defendant did not have the right arbitrarily to cancel the contract, nor to demand approval of quality at Nashville before paying drafts. The fact that certain two cars oats shipped on another contract had failed to come up in quality to his expectations was not a valid reason for the cancellation of the contract under consideration. If the quality of the oats received and bot on plaintiff's market terms made him conclude that he did not want any more of them, his proper course was to agree with plaintiff on a basis for cancellation or order the oats sold out for his (the defendant's) account. Failing to do this, the plaintiff was well within his rights when he resold the oats. The contract was made on Omaha weights and grades, and the plaintiff could not reasonably be expected to consent to any change of terms. He therefore, is entitled to the amount of loss by reason of resale, amounting to \$68.75.

The defendant files a counter-claim based on a certain contract made Dec. 12th, 1908, wherein plaintiff sold to defendant 5,000 bus. oats at 54½c. delivered Nashville for five days' shipment. Telegrams of both plaintiff and defendant show that the contract was for 5,000 bus. straight No. 3 white oats, OMAHA TERMS. Plaintiff's confirmation reads "No. 3 white oats free

from mixture," defendant's confirmation reads "Straight No. 3 white oats." It is evident that the contract was for STRAIGHT No. 3 white oats. The word straight might be construed to have more than one meaning. The Arbitrators decide that this means the regular run of No. 3 white oats as they arrive (in this case) at Omaha, and that no mixture could be added that would impair their quality.

To fill this contract the plaintiff shipped on Dec. 15th, cars No. 18015 and No. 33631 containing 2,500 bus. and Dec. 16th, cars No. 31675 and No. 30090, containing 2,500 bus. The two cars last mentioned graded No. 3 white at Nashville and were received by defendant without objection. Cars No. 18015 and No. 33631 were inspected No. 4 white at Nashville "on account of being trashy and mixed with other grain." The defendant claimed a difference in value of 1½c. per bus. amounting to \$37.50, which plaintiff did not pay.

The contract shows that the oats were sold on OMAHA GRADE. The plaintiff makes direct statement that the oats were straight country-run. He submits Omaha official certificates showing that cars in controversy graded No. 3 white at Omaha. The defendant does not furnish any evidence as to the quantity of foreign grain, nor does he submit any samples that prove the character of the grain received. He did not bring up the question of quality with the defendant in a way that gave the defendant any chance to ask for an investigation, and he did not in a specific way show wherein the oats received were not according to contract.

The arbitrators do not regard the word "straight" nor the term "free from mixture" as meaning that the oats must be ABSOLUTELY free from foreign grain, nor do they believe that "straight Omaha No. 3 white oats" might not inspect No. 4 white at Nashville. There is a material difference in the grading rules at Omaha and Nashville, and as this contract was based on OMAHA rules, it is decided that the counter-claim of the defendant for a difference of \$37.50 is not a valid one, and cannot be allowed.

Judgment for the amount of \$68.75 is rendered in favor of plaintiff, costs of arbitration to be paid by the defendant.

CHAS. C. MILES, Chairman.
E. M. WASMUTH,
E. A. GRUBBS, Committee.

The special grand jury which has been investigating the cotton pool at New York has completed its work. A score of cotton brokers have appeared as witnesses, and a number of brokers it is expected will be indicted for participation in the corner.

An effort to suspend wheat raising for a time has been started at Wellington, Kan., in order to kill chinch bugs that have destroyed hundreds of wheat fields in Sumner County, formerly the banner wheat section of Kansas. Many Sumner County farmers have agreed to stop sowing wheat for a year or two and raise corn or oats instead, and other counties throughout the state are expected to take similar action, on the ground that the chinch bug has its origin in wheat fields and is there maintained until fully developed when it goes into corn fields and does the greatest damage.

It seems to be the popular thing for defaulters and absconders, when caught, to put up the plea of "Wall street speculation" as an excuse for their stealings. The Chicago Board of Trade or a similar exchange occasionally serves as the "goat." When the facts come out it is generally found that Mr. Embezzling Cashier began his filchings in an effort to live beyond his means, not infrequently maintaining two households, each ignorant of the other. As the inevitable day of retribution approaches, he plunges into stocks or wheat, hoping to recoup his squanderings and save his face. Under such conditions a man usually gets on the wrong side of the market and loses all the money in his possession. Then goes up the cry about the "allurements of speculation."—Drovers Telegram.

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GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

Patents Granted

Malt Kiln. No. 966,669. John F. Dornfeld, Chicago, Ill.

Process for Washing and Grinding Malt. No. 966,910. Aug. Hansen, Vienna, Austria-Hungary.

Weighing Machine. No. 967,299. (See cut.) Joseph W. Allison, Ennis, Tex. Elongated buckets rotate from the periphery of a wheel near which a scale beam is supported and intermittently engaged by lugs on the buckets, thereby successively arresting the buckets until filled from the overhead feed.

Dust Collector. No. 967,849. (See cut.) Isidor Steiner, Munich, Germany. The dust collector comprises an outer vessel, a cylinder provided with vanes inclosed within the vessel, an air tube communicating tangentially with the vessel and a bottom for the cylinder having a small central opening. The vanes on the cylinder commence at the height of the air supply.

Grain Door. No. 966,476. (See cut.) Julius J. Sands, Fremont, Neb. A metallic panel is formed with a hollow reinforcing strut and has means for swingingly mounting the panel in the door frame, a retaining section for the panel being hinged thereon for sealing the closure of the door, and actuated by a rod and lever lying substantially within the trough of the strut.

Seed Corn Tester. No. 966,742. (See cut.) Robert Hales, Garfield Twp., Sioux County, Ia. The cabinet is provided with an opening at one end thru which is inserted a tank supported in the cabinet. Above the tank is a shelf having its ends cut away to provide for the passage of heated air from the tank, means being provided to heat the tank. On the shelf rests a multi-compartment case.

Grain Door. No. 967,870. (See cut.) Edgar B. Gilleland, Wichita, Kan., assignor to the Automatic Steel Grain Door Co., Pierre, S. D. The door has its lower edge returned upon itself to form a support, the returned portions being partially cut away to form openings, leaving a portion remaining to form flanges defining a wall of the openings, suspension rods holding the door in an elevated position and brackets secured to the door with a vertical sliding connection to the rods. The door is constructed in two hinged sections, the lower section being folded upon the upper section to engage with the hooks on the rods of the sliding connection.

Grain Measure. No. 967,172. (See cut.) Alex. Cosford, Oak Lake, Manitoba. The device comprises a duct having a delivery opening and carrying a revoluble shaft with a gear at one end meshing with a gear on a second shaft. The gate over the delivery opening is normally supported by a lateral projection carried by the second shaft. From the delivery opening grain flows into a receptacle and causes a float therein to rise and discharge its contents.

Grain Door. No. 967,856. (See cut.) Silas Tappin, Webster, S. D. The door is made up of hinged sections, a guide plate being fixed to each section and having a portion bent at right angles to the section and projected in alignment with the side edge of the section to provide a lip. The sections are received in recesses over which are sealing plates with lips engaging lips on the sections. The door is raised and lowered by winding drums and gears.

Automatic Weighing Machine. No. 967,868. (See cut.) Stanislaw Clarkowski, Jersey City, N. J., assignor of one-fourth to Sofia K. Clarkowski, Jersey City. The receptacle moves up and down and is provided with a hinged overbalanced bottom opened by the descent of the receptacle. A weighted lever holds the receptacle in uppermost filling position. The material is fed into the receptacle from a stationary hopper having its bottom normally open and closed by the descent of the receptacle.

TRADEMARK.

Seeds. No. 49,948. (See cut.) Robinson Seed & Plant Co., Dallas, Tex.

Exports of Breadstuff.

Our exports of breadstuffs for the period of seven months prior to Aug. 1, included 1,097,615 bu. of barley, 23,104,537 bus. of corn, 1,292,635 bus. oats, 9,314,234 bus. of wheat, 3,934,402 barrels of wheat flour, and 17,155 bus. of rye; against 1,461,092 bus. barley, 23,434,700 bus. corn, 638,096 bus. oats, 13,703,105 bus. wheat, 4,496,557 barrels of wheat flour, and 195,336 bus. rye, for the corresponding period of 1909.

The total value of all breadstuffs exported during the seven months prior to Aug. 1, was \$47,936,630, against \$57,670,919 during the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

We consider the Journal a great help to grain men and believe that the information found in it saves the dealer many times its cost.—R. L. Cole & Co., Krum, Tex.

Supply Trade

The Strong-Scott Mfg. Co. has recently purchasing a Hall signaling distributor.

The successful advertiser is the one who puts his money where it will do the most good.—Mahin Messenger.

Draver Bros., Richmond Ind. have purchased the patterns pertaining to dust collectors formerly built by the Richmond City Mill Works.

Linn Bros. & Griffin, elevator builders, at Mondamin, Ia., have retired from business. Mr. Linn is now connected with the Nye-Schneider Fowler Co.

Mr. Judson Wade Perrine, for many years connected with the Huntley Mfg. Co. of Silver Creek, N. Y. died at Rochester, N. Y., July 27th, following an operation for appendicitis.

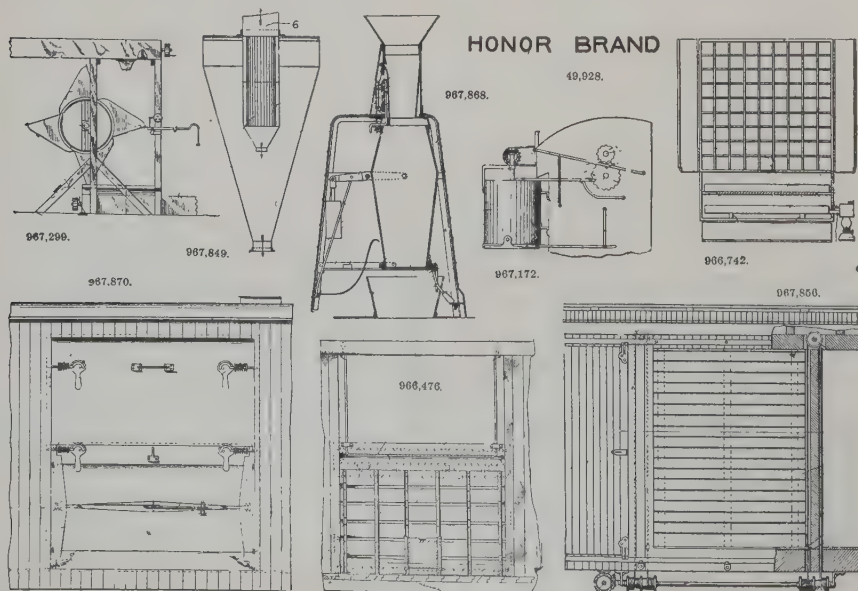
The wedding of Miss Eleanor Hammond, the daughter of Mr. C. G. Hammond, of the Huntley Mfg. Co., Silver Creek, N. Y. to Dr. H. J. Means of Columbus, O. occurred Monday evening, Aug. 15. Many out-of-town guests attended.

The Huntley Mfg. Co. Silver Creek, N. Y., is now able to supply readers of the Journal who apply, copies of the 1910 catalog, just received from the printers. It is very attractive, with many good illustrations of improved machines the company is now offering.

The trade-mark is the symbol by which the ideas associated with certain articles are permanently maintained in the public mind, and it certainly is a duty laid upon every merchant and manufacturer to adopt the trade-mark to conserve for him the benefits of his creative energy.—John Lee Mahin.

For the protection of contents of cars the railroad companies use a seal which has a record by numbers or symbols which enables the railroad company to locate any theft of freight. There are several devices used by railroads and shippers. The self-locking device made by the Chicago Car Seal Company is especially adapted for uses by shippers. The name of shipper and the consecutively numbered seals can be printed or embossed. It is a very good advertisement, a protection to shipper, and the cost is so small that with the insurance it gives, the shipper of grain or other freight, is almost forced to adopt these sealing devices. When using the self-locking seal it is not necessary to have the old-fashioned sealing press. The seals are quickly applied to the car door, any attachment of same is adapted to this style of seal. When consecutively numbered the records of each car can easily be kept and if seal is broken or mutilated in any way will show that car has been tampered with and possibly contents have been removed. Many different varieties of seals are manufactured and sold by the Chicago Car Seal Company. These seals vary in style according to the purposes used. For shippers of grain in car lots there is no question that the self-locking seal is the safest and best adapted for this specific purpose. Readers of the Journal can obtain samples of the seal upon request.

Can't get along without the Grain Dealers Journal.—C. W. Glynn, agt. Morrow & Taffe Grain Co., Beulah, Kan.



Supreme Court Decisions

Arbitration.—In reviewing a judgment on an award of arbitrators, every presumption is in favor of the award.—*Johnson v. Johnson*. Supreme Court of Nebraska. 127 N. W. 133.

Transfer of Title to Warehoused Grain.—Where creditor as holder of storage ticket delivers the ticket to the elevator company and receives the money due thereon, a sale of the grain is thereby made.—*St. Anthony & Dakota Elevator Co. v. Dawson & Byfield*. Supreme Court of North Dakota. 126 N. W. 1013.

Relation of Sender to Telegraph Co.—A sender of a telegraphic message does not constitute the telegraph company his agent, and is not bound to the receiver of the message by the terms of the message as negligently changed or altered by the company.—*Strong v. Western Union Telegraph Co.* Supreme Court of Idaho. 109 Pac. 910.

Consideration for Less than Published Rate.—The rule that a contract by a carrier to transport goods for less than the published rate is illegal has no application, where there is a consideration for the contract, in addition to and independent of the freight rate agreed upon, so that the rate is not necessarily discriminatory.—*Sultan Ry. & Timber Co. v. Great Northern Ry. Co.* Supreme Court of Washington. 109 Pac. 1020.

Fencing Shipper from Right of Way.—A railway company is not liable to a shipper for damage to his shipping facilities caused by fencing a right of way, preventing direct loading and unloading between cars and wagons, where ample freight depot facilities are retained, Code 1906, §4865, authorizing the railroad commission to require sufficient platform, etc., facilities being inapplicable.—*Yazoo & M. V. R. Co. v. Adams*. Supreme Court of Mississippi. 52 South. 794.

Landlord's Lien.—In an action by a landlord against a purchaser of the crop raised on his farm to enforce the lien given by Rev. St. 1899, § 4115 (Ann. St. 1906, p. 2237), plaintiff makes a prima facie case when he shows that he is the owner of the farm, that it was rented to a person named and that the cotton raised by the tenant and his subtenants on the farm was sold to defendant with knowledge that the cotton was raised by plaintiff's tenants during the year specified.—*Michell v. Samford*. Springfield Court of Appeals, Missouri. 130 S. W. 99.

Charter of Vessel—"Rainy Days."—A provision of a charter party for the carriage of a cargo of wheat to be loaded at Portland, Ore., that "rainy days" should not be counted as lay days for loading, is presumed to have been made with reference to the established rule of that port and excludes only days on which, on account of rain and with reference to the facilities of the port in the way of covered docks, etc., for the protection of vessels while loading, cargo could not be safely and conveniently loaded.—*Kerr v. Schwaner*. U. S. Circuit Court of Appeals. 177 Fed. 659.

Title to Crops.—One who grows for and agrees to deliver a certain crop to the owner or possessor of real estate for an agreed price per hundred pounds, under a written contract by which it is expressly provided "that nothing herein contained shall be construed to make the instrument a lease of the premises between the parties hereto, or divest the owner of his title to the crop," is a mere cropper, and acquires no title to any portion of the crop, and cannot sell or mortgage the same or any part of it, without the consent of the owner.—*J. C. Robinson Seed Co. v. Hamilton*. Supreme Court of Nebraska. 127 N. W. 163.

Rights of Seller to Retake Wheat.—Under a sale of a carload of wheat for cash, title did not pass to the buyer where the check was dishonored, and the seller could retake the wheat against a bank to which the warehouse receipt was assigned by the buyer, unless the bank held the receipt as an innocent holder.—*Wright v. Mississippi Valley Trust Co.* Springfield Court of Appeals, Missouri. 129 S. W. 407.

Damages for Mistake in Message.—That a telegram is sent and received by persons evidently engaged in business operations, and that part of it is in cipher, should be notice to the operator that it relates to business matters of importance to such persons, and some of which matters they wish to conceal from the general public and about which they wish to communicate without delay.—*Joshua L. Bailey & Co. v. Western Union Telegraph Co.* Supreme Court of Pennsylvania. 76 Atl. 736.

Rescission of Sale.—A purchaser of five cars of hay, delivery to be made f. o. b. North Birmingham, after receiving and paying for three cars, rescinded the order for the remaining two before delivery. The cars were, however, delivered, and after delivery the purchaser notified the seller that he was short two cars, and asked that they be traced, etc. Held, that an action for the price was the proper remedy on a refusal to accept the goods.—*St. Louis Hay & Grain Co. v. American Cast Iron Pipe Co.* Supreme Court of Alabama. 52 South. 904.

Measure of Damages for Breach of Contract.—While as a rule the purchaser's measure of damages for breach of a contract of a sale is the difference between the contract price and the market value at the place of delivery of similar goods at or within a reasonable time after the date of delivery, if there is no market for the goods at the place of delivery, the market price at the most available market, less the cost of transportation thereto, determines the measure of damages.—*National Warehouse & Storage Co. v. Toomey*. Springfield Court of Appeals, Missouri. 129 S. W. 423.

Warranty of Seed.—Where neither a seller of seed barley nor any of his agents had reason to believe that the fact that barley sold to plaintiff and his assignors was of the beardless variety, if known to any of them, would have influenced them against its purchase, a failure to disclose the fact that it was of the beardless variety did not create a cause of action under Civ. Code, § 1767, providing that one who agrees to sell personal property, knowing that the buyer relies on his advice and judgment, thereby warrants to the buyer that neither the seller nor any agent employed in the transaction knows the existence of any fact concerning the thing sold which would to the seller's knowledge destroy the buyer's inducement to buy.—*Rauth v. Southwest Warehouse Co.* Supreme Court of California. 109 Pac. 839.

Injury to Servant.—Defendant desiring to remove certain false work in the ceiling over the bins of an elevator, stringers were laid on angle irons standing 3 feet above the floor on each side of an open bin about 20 feet apart, and loose planks were laid across the stringers. The stringers were made, under directions of defendant's assistant superintendent, out of 2x6 material which had been previously used, varying from 5 to 9 feet long. These were laid together, overlapping each other, and fastened together with nails, which did not go through more than two planks; the whole stringer being 21 feet long and 6 inches thick. Plaintiff, a laborer, laid two of the stringers on the angle irons over one of the open bins, and while taking down the false work a piece 2x6 and 5 feet long fell on the plank, breaking one of the stringers and precipitating plaintiff to the bottom of the bin, 75 feet below. Held, that the structure was a "scaffold" within Labor Law N. Y. (Consol. Laws, c. 31) § 18, which defendant caused to be furnished to plaintiff, making defendant absolutely answerable for the safety of such erection.—*Macdonald Engineering Co. v. Manns*. U. S. Circuit Court of Appeals. 177 Fed. 203.

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Books Received

STATISTICS OF RAILWAYS in the United States is a volume of 1,000 pages containing official statements of the operations of each road in the country for the fiscal year ending June 30, 1908. Prepared by the Bureau of Statistics and Accounts of the Interstate Commerce Commission, Washington, D. C.

ZELLERS' READY REFERENCE TABLE for grain dealers is printed on both sides of 16 cards, 5x8½ inches, wheat table on four red cards, ear corn on four green cards, shelled corn on four yellow cards and oats on four white cards. The upper two-thirds of each card gives the weights in hundreds and the lower third in tens of pounds so that adding the results gives the value of any wagonload from 1,600 to 3,600 lbs. of wheat or corn, and from 1,200 to 3,200 lbs. of oats. The range of prices covered by the tables is 65c. to \$1.12 per bu. for wheat, 25c. to 72c. for corn and 15c. to 62c. for oats. In second column is the equivalent in bushels of the number of pounds in the load. The tables for wheat are at 60 lbs. per bu., shelled corn 56, ear corn 70 and oats 32 lbs. Compiled by Dr. M. T. Zellers of Hooper, Neb., and sold by the Grain Dealers Journal, Chicago, Ill. Price, in neat telescoping paper case, \$2.

TWENTIETH CENTURY METAL WORKER is a pocket reference book of short cuts and quick methods combined with accurate information for the tinner, compiled by a practical sheet metal worker for the youngest apprentice as well as the journeyman. Cloth; 86 pages; illustrated; the American Artisan, Chicago. Price, \$1; or \$.60 in flexible cover.

As long as I am in the grain business I will never be without your valuable Journal, as it is worth its weight in gold.—J. F. Burns, Correctionville, Ia.

Altho I am no longer in the grain business I continue to read the Journal, for I consider it too valuable a paper to be without.—E. Garske, Garske, N. D.

Prof. P. G. Holden, the corn expert at the Iowa State College at Ames, says the only sure method of exterminating the corn root worm, that has become such a pest in Iowa, is by rotation of crops. If corn is raised year after year on the same ground the farmer simply produces more food for a multiplication of worms.

The Crop Expert's Estimate.

A Detroit miller who happened to be riding back of two Chicago crop experts on a trip through Michigan this spring was forced to place a new valuation on their estimates. The experts were going over a section which they had gone over a month previous, giving each field a number and the estimate of the condition of "wheat" in each field, this time placing their estimate as against the first; for instance in one case this certain field would be 90% as against 80% before and so on. As the miller tells the story, the amusing part of it all was that the experts were estimating the average of a crop of wheat, while looking at fields of rye.—Frank J. Delaney.

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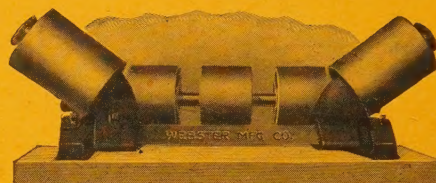
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